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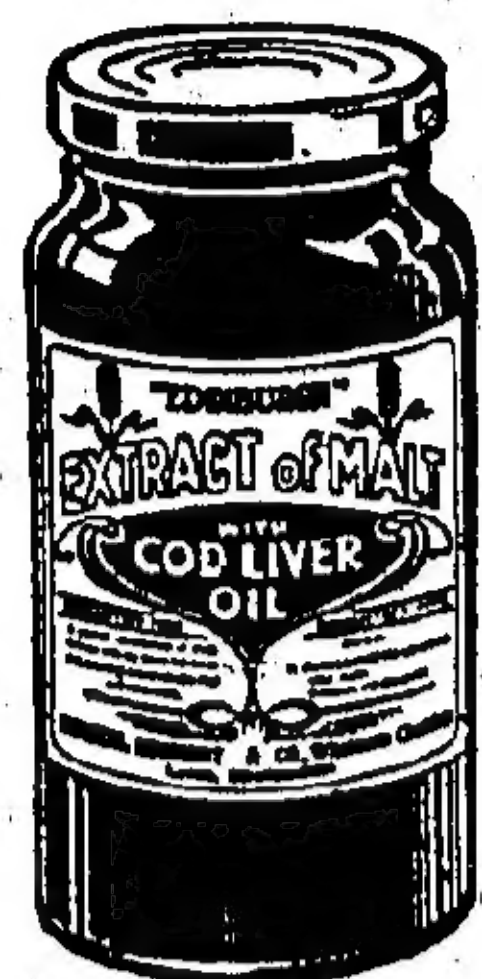
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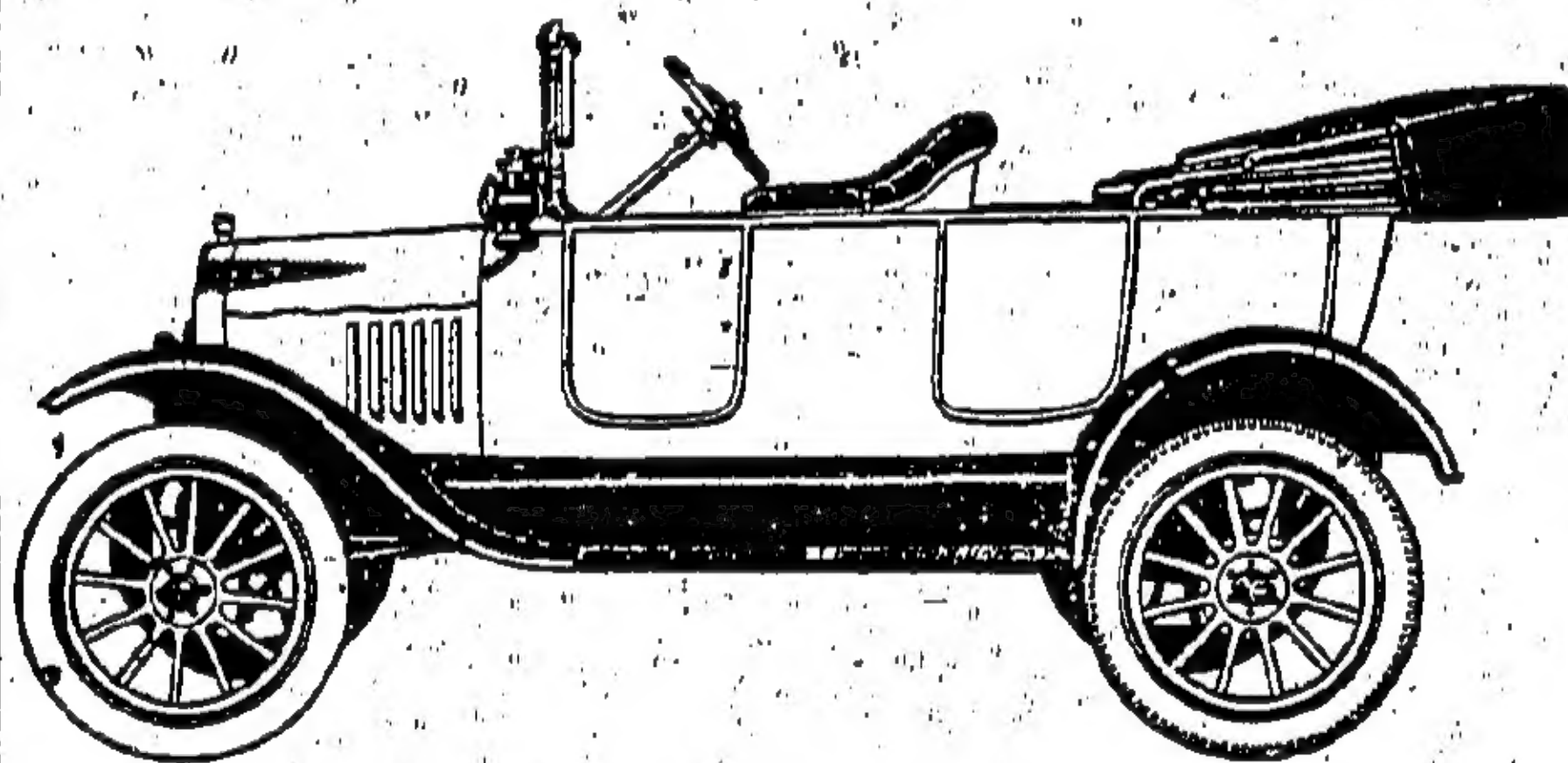
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[340]

THE "SUI AN" PIRACY.**REPORT OF THE COMMISSION.****OFFICERS FOUND TO HAVE BEEN NEGLIGENT.****THE COMMISSION'S RECOMMENDATIONS.**

The Report of the Commission appointed to inquire in reference to the piracy of the Hongkong, Canton, and Macao Steamboat Co.'s steamer *Sui An* on the evening of Sunday, November 19th, 1922, as to whether the existing precautions against piracy are adequate and efficient was laid before the Legislative Council by command of H.E. The Governor yesterday.

The Commission consisted of Mr. J. R. Wood (Chairman), Hon. Mr. C. McI. Messer, Commander C. W. Beckwith, R.N., Mr. H. P. White, and Captain P. M. B. Lake (Indo-China S.S. Co.).

The general conclusion reached by the Commission is that the attack was "due to the fact that the Piracy Regulations generally were not carried out as a routine on the ship; the officers carried no arms on duty, the guards were improperly armed and badly placed for defence. There seems to have been no anticipation whatever of an attack." The Commission at the conclusion of their Report express the view that whatever measures are adopted to prevent piracy their success will be only partial until public order is firmly established in the neighbouring Chinese Territories. The root of the evil, they say, is outside the waters of the Colony.

FINDINGS.

The Report begins with a narrative of the piracy and incidentally says:—

"We are not satisfied that any person travelling among the first class passengers took part in the piracy, nor are we convinced that there was a woman among the pirates. It appears that several of the pirates during these proceedings wore women's clothes, probably taken from passengers. We have found no reason to suppose that any member of the ship's crew was privy to the piracy."

Then come the following paragraphs:—
Opportunities for reporting the ship on route.

The passage of the ship during the piracy was not observed either from Cheung Chau Police Station nor from Waglan Lighthouse nor from the Chinese Maritime Customs Station at Sam Mun. The ship did not meet any patrol launch of the Hongkong Water Police. In our opinion no blame attaches to anyone on this account.

Action by the Secretary of the Hongkong, Canton and Macao Steamboat Co., Ltd.

The ship was overdue in Hongkong at 10 p.m. on the 19th November. The fact of the late arrival of the ship did not arouse immediate alarm on her account since there had been occasions when such delay had been caused through inability, on account of lack of water, to cross the mud-flats outside Macao Harbour. The Eastern Extension Telegraph Company's office in Macao at that hour was closed, and it was not possible to ascertain by cable whether the ship had in fact left her port of departure. Relief measures were therefore not organized by the Secretary of the Company until 9 a.m. on the 20th November, when telegraphic information had reached him from Macao. We cannot see that, with the information and resources at his disposal, the Secretary could have taken any more effective action.

Conduct of the Master, and other Certified Officers of the ship during the attack.

In our opinion Capt. Birss acted in a proper manner. When he found that a piratical attack was being made, he attempted to reach the bridge with all despatch as the position to be defended by the guard. He was unfortunately shot down before he could reach this protected area.

The Chief Officer, Mr. Copland, had only joined the ship three days before. He was on duty on the bridge. Apparently he had no time to realise the attack of the pirates until they had practically reached the bridge, and he was put out of action by a blow on the head from a revolver.

The Chief Engineer, Mr. Cullen, was in his cabin on the boat deck on the port side. He was captured by the pirates and secured on the bridge.

The Second Engineer, Mr. Harman, was on duty in the engine room. The engine room was entered by armed men who covered him with their firearms. He continued to superintend the engines under compulsion. In our opinion he had no option but to do so, and we are satisfied that if Mr. Harman had been any way to change the situation, he would have made an attempt.

Conduct of the ship's guards during the attack.

The behaviour of the ship's guards appears to have been excellent.

OBSERVANCE OF PIRACY REGULATIONS.

The Report deals with this question under six headings, viz.:—(1) By the Owners; (2) by the Master; (3) by the Chief Officer; (4) by the Chief Engineer; (5) by the Second Engineer; (6) the grilles and the disposition of the guards.

THE OWNERS EXONERATED.

As to the obligations imposed by the regulations on the owners, the Report says:—

So far as the responsibility for carrying out these Regulations rests upon the owners, we find that the owners of *Sui An* have been completely exonerated. We are impressed with the fact that they have done everything in their power to ensure that full effect should be given to the Regulations on this ship.

THE MASTER FOUND NEGLIGENT.

Capt. Birss, the master of the *Sui An*, has in our opinion contravened the following Regulations:—

(A) Regulation No. 28, which requires that "Each guard while on duty shall carry one police whistle, one rifle and 50 rounds of ammunition, and one revolver and 25 rounds of ammunition."

(b) Regulation No. 27, which requires that guards shall be exercised weekly in the use of their weapons. Also Regulation No. 30 which requires that the arms and ammunition of the ship should be tested weekly by the ship's officers.

(c) Regulation No. 29, which lays down that "At least one guard shall be on duty and shall patrol the space between the dodgers and the grilles protecting the bridge deck at all times during the voyage." All guards on duty were posted outside the grille which protected the bridge deck.

(d) Regulation No. 33, which requires that "Each certificated officer shall carry one revolver and 25 rounds of ammunition at all times while the ship is in a danger zone." The master and his certificated officers were carrying no arms.

(e) Regulation No. 52. This relates to the locking of the engine and boiler room doors at all times while the ship is in a danger zone. The master shares with the Chief Engineer the responsibility for the fact that the doors of the engine and boiler rooms remained unlocked.

We find that Capt. Birss understood the terms of the Regulations and the purpose for which they were framed. He however disapproved of them for reasons which he has given us and made his own arrangements independently of them. We consider the reasons given by Capt. Birss to be unsatisfactory and that the arrangements he made in lieu of those laid down in the Regulations were of such a nature as to make the defence of the bridge in event of attack, practically abortive. Only two rifles were issued to the four guards on duty. By direction of Capt. Birss they were carried unloaded.

The guards were only given a few rounds of ammunition for their revolvers. Neither Capt. Birss nor any of his certificated officers carried arms. The Piracy Regulations were not brought to the notice of the officers by the Master. The only direction given by him in the event of a piracy was that the guards should retire to the bridge. He failed to realise the danger of piracy and that any piracy must be a surprise attack. His guards were not properly disposed. We realise fully the difficulty in which Capt. Birss was placed by the surprise piratical attack made on his ship. We desire to guard ourselves from being understood to reflect here upon his personal conduct on that occasion. In our opinion, however, he must be found negligent in having omitted to hold himself, his certificated officers, and his guards, in readiness to defend the ship in accordance with the Piracy Regulations.

THE CHIEF OFFICER.

We find that the Chief Officer must be held negligent for having omitted to carry arms as required by Regulation No. 32.

THE CHIEF ENGINEER.

We find that the Chief Engineer must be held negligent for his failure to comply with Regulation No. 32. He also omitted to comply with Regulation No. 52 which requires that the doors of the engine and boiler rooms should be kept locked.

THE SECOND ENGINEER.

What we have stated above with reference to the Chief Engineer applies also to the Second Engineer. At the same time with reference to his position in this enquiry having contravened Regulation No. 32, we notice that he was on duty in the engine room at the time of this occurrence, and we shall here later recommend that certificated officers on duty in the engine room shall not be required to carry arms upon their persons.

THE GRILLES AND THE DISPOSITION OF THE GUARDS.

There are two outstanding features in the circumstances of this occurrence to which our attention has been drawn. Firstly, the grilles prescribed by Regulation No. 2 or provided in accordance with Regulation No. 10 were not kept locked. Secondly, two guards out of the four who were on duty were posted aft on the main deck among the second class passengers. Both these matters are within the province of the Master only. We notice that no contravention of any Regulations is involved in them. The Regulations require grilles but at the same time omit to require that they should be locked. It is, of course, obviously improper that they should not be kept locked. The suggestion has been made to us that this omission by the Master constitutes a breach of Regulation No. 58, which requires that "The Master shall commit no act of omission which may tend to prevent any of the provisions of these Regulations from being properly carried out." We reject this suggestion and are content to express the view that Captain Birss would have carried out his duty as Master more efficiently if he had taken steps to keep the grilles locked. The two guards allocated to the main deck were posted there by the Master primarily to protect the bridge deck, etc., in accordance with Regulation No. 24 (b). We have only one comment to make on this subject, namely, that in our opinion a better and more effective disposition could have been made.

GENERAL.

The complete success of the piratical attack on the *Sui An* was in our opinion due to the fact that the Piracy Regulations generally were not carried out as a routine on this ship; the officers carried no arms on duty; the guards were improperly armed and badly placed for defence. There seems to have been no anticipation whatever of an attack.

ADEQUACY OF EXISTING REGULATIONS.

If the Piracy Regulations had been strictly followed by Capt. Birss one guard provided with a whistle and armed with one rifle and 50 rounds of ammunition, also with one revolver and 25 rounds of ammunition would have been on duty near the bridge between the dodgers and the grille. A second guard similarly equipped, presumably posted on the bridge deck forward of the engine room skylight would have been also on duty. Every certificated officer, whether on or off duty, would have carried a revolver and 25 rounds of ammunition. Apart from these Regulations we think it likely that if discipline had been enforced on the officers and on the guards of the ship, the master of the ship, in view of the short duration of the voyage, would have been found at the time of this attack near the bridge. In our opinion these Regulations if carried out would have been effective to this extent. We think it unlikely that this piratical plan of attack would ever have been attempted. If it had been attempted, in our view the bridge could have been held against the attack for a sufficient time to have robbed it of its element of surprise. An opportunity would have been furnished to inflict damage upon the attackers and to send up signals of distress. It is probable that the bridge could not have been finally held against determined assault by a large body of armed pirates, but unless the success of the surprise is practically certain, no surprise attack would be undertaken on a ship of the type of the *Sui An*.

RECOMMENDATIONS ON THE PIRACY REGULATIONS.

The Commission makes a number of recommendations on this subject. The existing Piracy Regulations when originally framed were, they say, experimental in character. In the light of experience they have been only partially enforced though their form has not been amended. The Commission thinks that it may be found more convenient to repeal the present Regulations and substitute others than to use them as a basis for amendment.

The following general principles of defence are laid down by the Commission:—
We consider that in all regulations or schemes made for the prevention of piracy, attention should be concentrated on measures of actual defence of vital parts of the ship. It seems to us that the regulations which had for their object the segregation of passengers from each other or from the crew, the separation of passengers from their luggage or cargo, are irksome and of little use. Such regulations tend to interfere with the regulations for the safety of passengers as, in the event of fire or collision, it is essential to be able to get the passengers into the boats with the greatest promptitude. We believe them also to be unworkable under local conditions of the trade of river steamers. In our view the main point is not to regulate passengers in normal times on board but to have the means at hand ready to defeat the outbreak of piracy if it should occur.

The vital parts of the ship are for the present purpose the navigating, bridge and engine room. It may be suggested that the steering chain is a third vital point to be defended, but it is difficult to imagine any circumstances in which pirates will find it worth while to interfere with the steering chain until they have obtained control of the other two vital positions. We do not think it, therefore, worth while to insist by regulation upon any protection for the steering chain.

(Continued on page 2.)

AUCTIONS

PARTICULARS OF VALUABLE LEASEHOLD PROPERTY
Situata
No. 13, WING HING STREET,
VICTORIA, HONGKONG.
To be Sold by Order of the Mortgagee
By
PUBLIC AUCTION,
IN ONE LOT
On
MONDAY,
The 13th Day of Feb., 1923, at 3 o'clock P.M.
By
Messrs. LAMBERT BROTHERS,
At Their Office, DUNDRELL STREET.

THE Property consists of First ALL THAT piece of parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as SECTION A of INLAND LOT No. 2186 together with the messuages erections or buildings thereon now known as No. 13, Wing Hing Street and Secondly ALL THAT strip of land at the rear of the said Section A of Inland Lot No. 2186 being a scavenging lane. All of which premises are held for the residue of the term of 75 years from the 15th day of May, 1916, created by the Crown Lease thereof together with the valuable machinery now situate in or upon the said premises and at No. 1 Gordon Street.

Particulars and Conditions of sale may be obtained from
Messrs. HASTINGS & HASTINGS,
Solicitors,
8, Des Voeux Road Central,
and
Messrs. LAMBERT BROTHERS,
Auctioneers.
[1387]

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on **MONDAY,** the 13th day of Feb., 1923, at 3 p.m., at the Office of His Public Works Department, by Order of His Excellency the Governor of one Lot of **CROWN LAND** at Tai Hang, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Containing	Annual Rental	Upset Price
1	Inland Lot No. 2186	about 1/2 acre	about 1/2 acre	5,200	5,200
2	At Tai Hang	about 1/2 acre	about 1/2 acre	5,200	5,200

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PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on **MONDAY,** the 13th day of Feb., 1923, at 3 p.m., at the Office of His Public Works Department, by Order of His Excellency the Governor of one Lot of **CROWN LAND** at Causeway Bay, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Containing	Annual Rental	Upset Price
1	Inland Lot No. 2186	about 1/2 acre	about 1/2 acre	75,500	75,500
2	At Causeway Bay	about 1/2 acre	about 1/2 acre	75,500	75,500

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PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on **MONDAY,** the 13th day of Feb., 1923, at 3 p.m., at the Office of His Public Works Department, by Order of His Excellency the Governor of two Lots of **CROWN LAND** at Waterloo Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOTS.

No. of Sale	Locality	Boundary Measurements	Containing	Annual Rental	Upset Price
1	Inland Lot No. 2186	about 1/2 acre	about 1/2 acre	11,000	11,000
2	At Waterloo Road	about 1/2 acre	about 1/2 acre	11,000	11,000

[1,000]

INTIMATIONS

BY ORDER OF THE EXECUTOR.

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FOLLOWING VALUABLE AND DESIRABLE LEASEHOLD PROPERTY,
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Messrs. DEACON, HANSTON & SHENTON,
No. 1, Des Voeux Road Central
or from
Messrs. LAMBERT BROTHERS,
The Auctioneers,
Hongkong, 1st February, 1923. [315]

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[1306]

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Hongkong Observatory, February 8th

Previous On Date On Date

Day at 2 p.m. at 3 a.m. at 3 p.m.

Barometer 30.12 30.41 30.16

Temperature 59 60 56

Humidity 45 51 52

Wind Direction W NE E

Force 2 2 3

Weather B O O

Rain 0.00 0.00 0.00

Highest open-air Temperature on 7th 63°

Lowest open-air Temperature on 8th 50°

THE "SUI AN" PIRACY.

(Continued from page 2.)

In our opinion the citadel once it is created by the Regulations, with suitable grilles and doggers, is to be most efficient, defended by the use of firearms only. Barbed wire required by Regulation No. 3 to protect the bridge from access from below seems to be of little use in view of the great agility of the robber class. The steam hose is unserviceable, as a steam jet is ineffective at any range or against wind, and it is both noisy and difficult to operate. It is likely to be as damaging to friend as to foe. We do not recommend either that the steam hose should be replaced by a hot water hose. The latter needs a little time to commence, it is difficult to use and may only be operated for a short time without reducing the steam pressure in the ship's boilers.

The first and chief task of each committee will be the creation of this citadel. Its second task will be the disposition of the guards. They should be disposed inside the citadel only.

OFFICERS AND THE USE OF ARMS.
Among other recommendations are the following:—

We understand that some difficulty has been experienced by Masters in inducing officers to comply with the Piracy Regulations in this particular. Ordinary marine discipline does not include the observance of these Regulations. We would suggest the inclusion of a clause in marine articles signed in this port by which each man undertakes to carry out the Regulations. Officers who are not prepared to use arms or who are not familiar with their use are unfit for marine service in the East. Opportunities might be given to officers to train themselves in port in the use of a revolver under a Police Officer.

The definition of a Danger Zone should be amended to operate immediately the ship leaves her wharf or mooring in Hongkong or is travelling within 120 miles of the Colony.

We recommend an occasional inspection of river steamers in the Colonial waters when under weigh by a European Police Officer with the object of ensuring the performance of the Regulations and also for the purpose of tracing arms and bad characters.

WIRELESS.

We do not advise that any form of wireless apparatus should be made obligatory by the Piracy Regulations upon either ocean steamers or river steamers (Commander Beckwith dissenting as regards ocean steamers). The cost of the installation of complete transmitting and receiving apparatus together with the salary of the operator would be prohibitive in the case of river steamers. An automatic transmitting apparatus, designed on being set in motion to continue sending out a given signal of distress is not yet, so far as we have been able to ascertain, on the market, although no difficulty need be anticipated in inventing such an instrument. If and when such an instrument may be available, its installation upon local ships should be of great advantage as a deterrent to piracy. To render the system effective, it would be necessary with the co-operation of the authorities in Macao and in Kwangtung to make use of constant patrols consisting of vessels of types possessed at the present time primarily by the Naval Authorities. Without this patrol in readiness the wireless installation on ships would be a waste of money.

CO-OPERATION WITH THE AUTHORITIES IN MACAO AND IN KWANGTUNG.

We recognise that the arrangements made on board the ships themselves form part only of what it is necessary to do in order to cope with piracy. Measures to be taken external to the ship are equally essential to the solution of the problem. We believe that it would have a most salutary effect if a plan of patrols, whether Naval or Colonial, could be established and worked in conjunction with Portuguese and Chinese patrols. If possible these patrols should be in wireless communication. They should have a substantially higher speed than the river steamers and should work to a pre-arranged plan. We recommend also that both in Macao and in Chinese ports the local authorities be requested to conduct a search of passengers both leaving and arriving, and of their baggage at least as stringent as the search conducted in this Colony by the Hongkong Police. It seems probable that the arms used by the pirates on the s.s. *Sui An* were carried on board by passengers who embarked in Macao.

SEARCH BY THE HONGKONG POLICE FORCE.

One of the measures on which most reliance has been placed is the search conducted of passengers and baggage on the wharves in Hongkong by the Hongkong Police before the departure of each ship. We think that the comparative absence of piracy on ships leaving Hongkong is to be attributed chiefly to the efficiency of this search and to its moral effect. In our opinion it is urgent that the Police searching parties should be strengthened. The standard searching party should consist of eight Chinese Police and one female searcher. The present European supervision seems to us to be sufficient. We consider that the search parties on the wharves should be supported by the co-operation of a police pinnace in order to see that only junks and sampans having legitimate business approach the steamers at any time. With reference to Ocean steamers under the Piracy Regulations leaving from their wharves in the Harbour we recommend that one Chinese detective should be placed on board for at least eight hours prior to the ship's departure.

THE MASTER'S DUTY TO DEFEND HIS SHIP, AND ITS CONSEQUENCES.

It is a tradition in the Mercantile Marine Service that the Master and his officers shall defend their ship against piratical attack. The obligation to resist pirates is also imperative under the existing Piracy Regulations. In our opinion it is essential that this statement of duty should be maintained and emphasised. It should, we think, be the first regulation in any new series. The Master and the other ship's officers must be relieved of all duty to exercise a discretion whether to resist pirates or not. Their duty must be clear. It is not to resist their conduct should be submitted to enquiry. It is therefore just and necessary that they should be given a scheme of defence which has a good chance of success and in which each master for himself has a personal confidence. Resistance to pirates once begun cannot be abandoned. It is then a fight to a finish without quarter. The officers must be placed in the strongest possible position for defence on board their ship. They should also be able to rely on the thoroughness of the precautions taken by the Police Department and upon the support of efficient patrols. With reference to River Steamers we are of opinion that the hand of officers will be greatly strengthened in carrying out piracy regulations if owners were required to give a bond to the Harbour Master undertaking to pay to his order a sum not exceeding three months' salary of any officer who, in the event of this summary dismissal under a contract made in this port, may be able to show to the satisfaction of the Harbour Master that his dismissal is due in any substantial degree to his observance of the regulations. We also think that the present system under which officers are liable to dismissal on 24 hours' notice is unsatisfactory and that all officers on river steamers should sign on articles for not less than three months.

The Chairman of the Commission in forwarding the Report to the Governor wrote, *inter alia*:—"The Commission desire me to bring to Your Excellency's notice their appreciation of the services rendered by Mr. W. J. Carrie as Secretary to the Commission. He has given much, capable and energetic assistance to the deliberations of the Commission. We are indebted also to Mr. S. H. Garrod for careful work as stenographer during the public examination of witnesses and in the preparation of our Report."

THE CANTON TANGLE.

The following reports from Peking papers may help to throw a little light on the obscure situation in Canton:—

The President intends to confer upon General Ting Hui the Third Class Order of Merit, says the *Peking Evening News*, and the old general has decided to go down to the South to-morrow to mediate between the leaders of the Kwomin Tang and the Cheng Hui Hui. President Li has great confidence in General Ting, who was Commander-in-Chief of the Liang Kwang forces at the end of the late Ching Dynasty. General Shen Hung-yin, master of the situation in Canton, was one of his numerous subordinate officers when he was in command of the army of Kwangtung and Kwangsi. General Ting carries with him many letters written personally by the President and the Prime Minister to be delivered to various important personages in the South. On his way down to Canton, he will pay a visit to Shanghai, where he will consult with Dr. Sun Yat-sen and General Tsen Chun-huan about the ways and means of effecting the reorganization of Canton. He will request these two leaders to give him letters of introduction to their respective friends and followers in Canton.

Recently, says the *Peking Daily News*, a large number of M.P.'s had an interview with the President and the Prime Minister urging them that in issuing mandates in connection with Kwangtung provinces, they should consult Dr. Sun first, in order to avoid misunderstandings. At the same time they have addressed a telegram to Dr. Sun and General Tsen, earnestly urging them to co-operate in the reorganization of Kwangtung province. They have expressed the hope that the local trouble between some leaders of both parties will not be taken too seriously. They have also telegraphed to the commanders of Kwangtung and Yunnan troops warning them against the plots and intrigues of evil disposed characters, who may make use of the disturbed conditions in Canton to raise differences among them.

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On SATURDAY, 17th
FEBRUARY, at 9.15 P.M.
"THE GONDOLERS"

On SATURDAY, 17th
FEBRUARY, at 9.15 P.M.
"THE GONDOLERS"

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HONGKONG LEGISLATIVE COUNCIL.

RENTS RESTRICTION TO BE CONTINUED.

THE MUI TSAI LEGISLATION.

UNOFFICIAL MEMBERS "CRITICISE THE BILL."

THE GOVERNMENT'S INSTRUCTIONS.

A meeting of the Council was held yesterday. Present:—
His Excellency THE GOVERNOR (Sir R. E. STUBBS, K.C.M.G.),
H.E. the General Officer in Command of the Troops (Major-General Sir JOHN FOWLER, K.C.M.G.; C.B., D.S.O.),
Hon. Mr. CLAUD SAVARY, C.M.G. (Colonial Secretary),
Hon. Mr. J. H. KEMP, K.C., C.B.E. (Attorney-General),
Hon. Mr. McL. MESSER (Colonial Treasurer),
Hon. Mr. E. R. HALLIVAN, O.B.E., (Secretary for Chinese Affairs),
Hon. Mr. E. A. IRVING (Director of Education),
Hon. Mr. T. L. PERKINS (Director of Public Works),
Hon. Mr. H. E. POLLOCK, K.C., (Secretary for Chinese Affairs),
Hon. Mr. E. V. D. PARR,
Hon. Mr. CHOW SHOU SON,
Hon. Mr. A. G. STEPHEN,
Hon. Mr. G. M. FLETCHER, C.M.G., C.B.E. (Clerk of Councils).

Minutes of the last meeting of the Council, held on December 28th, were approved and signed.

STANDING COMMITTEE.
His Excellency: This being the first meeting of the year, gentlemen, it is necessary to appoint the one Standing Committee provided for in the Standing Orders, which is the Standing Law Committee, which will this year consist of the Hon. Attorney-General, the Hon. Colonial Treasurer, the Hon. Mr. Pollock, the Hon. Mr. Holyoak, and the Hon. Mr. Ng Hon Tsz.

RENTS RESTRICTION, ORDINANCE.

TO BE CONTINUED FOR ANOTHER YEAR.

H.E. the GOVERNOR said: "I should like to take this opportunity of giving notice that at an early meeting of the Council, it will be moved on behalf of the Government that the Rents Restriction Ordinance should be continued in force for a further period of twelve months. The progress of the provision of houses is going on very well, but there still seems to be a considerable shortage. The question of the withdrawing of the Ordinance is one that requires consideration, and such consideration will be given to the matter by the Council in due course."

FINANCE.
The COLONIAL SECRETARY, by command of H.E. the Governor, laid on the table Financial minutes Nos. 1 to 9 and moved that they be referred to the Finance Committee.

MEDICAL REGISTRATION ORDINANCE.

The ATTORNEY-GENERAL moved the first reading of a Bill intitled an Ordinance to amend further the Medical Registration Ordinance, 1884. He said: Under the Ordinance of 1884 persons could be registered as medical practitioners. Particulars of their qualifications were required and the right to registration did not depend on whether those qualifications would or would not be recognised by the General Medical Council of the United Kingdom. The 1914 amending Ordinance adopted the principle of accepting for registration here only those medical practitioners whose qualifications would be accepted in England. The short effect of clause 4 of the Bill is to give the Governor in Council power to remove from the register any persons who would not be qualified for registration now and who have discontinued practice here for a period of five years. That is the main clause of the Bill. Clauses 2 and 3 make minor amendments in the principal Ordinance and the amending Ordinance. Clause 2 repeals a temporary provision inserted in the 1914 Ordinance for the purpose of safeguarding certain possible rights. That provision has been in force for eight years and it has never been found necessary to use it, so that apparently it may safely disappear from the Statute Book. Clause 3 repeals a section in the 1884 Ordinance which ought to have been repealed by the amending Ordinance of 1914. I beg to move the first reading.

The COLONIAL SECRETARY seconded, and the Bill was read a first time.

MAINTENANCE ORDERS ORDINANCE.

The ATTORNEY-GENERAL moved the first reading of a Bill intitled an Ordinance to amend the Maintenance Orders (Facilities for Enforcement) Ordinance, 1921. He said: This Bill is intended to correct an error which occurred in the drafting of Ordinance No. 3 of 1922. The error is explained in the "Objects and Reasons" and the matter is purely a technical one. I beg to move the first reading.

The COLONIAL SECRETARY seconded and the Bill was read a first time.

THE MUI TSAI BILL.

VIEWS OF UNOFFICIAL MEMBERS.

THE GOVERNOR'S REPLY.

The ATTORNEY-GENERAL moved the second reading of the Bill intitled An Ordinance to regulate certain forms of Female Domestic service.

The COLONIAL SECRETARY seconded.

The Hon. Mr. H. E. POLLOCK, K.C., said:—Your Excellency, as the Senior Unofficial member of the Legislative Council, I have been asked by my British Colleagues to address this Council on the subject of this Bill. What I am saying, therefore, must be regarded as our joint views. The Senior Chinese Unofficial Member will address the Council on behalf of himself and his Chinese Colleagues. I should add that the Chinese Members of Council concur in and support what I am about to say, and that we British Unofficial Members also concur in what the Senior Chinese Unofficial Member is about to say on behalf of the Chinese Members. We regret to find that a great deal of misunderstanding has gathered round this subject. The Mui Tsai system is neither so benevolent as the more extreme of its supporters have sought to maintain, nor, on the other hand, is it so wholly wanting in good points as the opponents of the system would have us believe, and we are content to accept the following language of the Attorney-General, in moving the first reading of this Bill:—Many of the mui tsai—I think the majority—are contented with their lot and are fairly well off.

We, therefore, start with a system which viewed as a whole, has not worked badly; which has been practised in China for several thousands of years right up to the present time, and which has its root in a superfluity of daughters due to the ancestor worship imposed on a man's eldest son as a filial duty (medical science not yet having discovered any means whereby a parent can select the sex of the child whom it is desired to bring into the world). Whilst, however, we regret to find that the evils of the working of the system have been grossly exaggerated to the detriment of the good name of this Colony, we agree with all the provisions for the protection of mui tsai from ill-treatment which are contained in the present Government Bill, and are prepared, as will presently appear, to make those provisions against cruelty even stronger than they are at present.

Clause 2 of the Bill is all-important, and may justly be regarded as the charter of freedom of the mui tsai, for it shatters at one blow the mui tsai system, as defined by Chinese custom, and as it has existed for some thousands of years. The "certain persons" referred to in that clause are the persons who have "erroneously supposed that the payment of money in return for the transfer of a female child confers certain rights over her"—the three or four hundred millions of Chinese who compose the inhabitants of China.

Clause 6 which provides for the good treatment of mui tsai is, as far as it goes, good; but it does not go far enough, and we shall suggest, in Committee, with the view of protecting mui tsai from gross cruelty the insertion of the following clause:—

"In every prosecution for overwork or ill-treatment of a mui tsai medical evidence shall be given before the Magistrate trying the case as to the injuries received by such mui tsai, and the Magistrate shall find whether such ill-treatment amounted, in his opinion, to gross cruelty or not."

In the event of such Magistrate finding that such ill-treatment amounted to gross cruelty, the offender shall not be given the option of paying a fine but shall be sentenced by the Magistrate to imprisonment for a term not exceeding one year."

In our view the strict enforcement of such a clause against gross cruelty to mui tsai is what is really required, and a few cases of imprisonment with hard labour as a punishment for gross cruelty to mui tsai would, in our opinion, do more to protect them than any amount of legislation. In order to deal with cases of cruelty by parents to their own children, one would naturally look for some tightening up of the laws against cruelty, rather than for some legislation prohibiting parents from bringing their children into the Colony after the commencement of the Ordinance.

Bill (as the Unofficial Members propose to do by amendment in Committee) the fact that mui tsai are entitled to the same protection as are other young girls under the provisions of the Women's and Girls' Protection Ordinance, 1927. That Ordinance (the provisions of which, together with the fact that it applies to mui tsai, should be widely published by the Government) deals in the minutest possible manner, and under very heavy penalties—including in many cases the punishment of flogging—with traffic in women and girls (sec. 3), procurement of women and girls (sec. 4), defilement and procuring defilement of women and girls (secs. 5, 6 and 9), receiving or harbouring girls for immoral purposes (secs. 18 and 19), rape (sec. 21), and abduction (secs. 22 to 27). And, whilst we are on the question of publication, we would express the hope that means will be taken by the Government to advertise, in the interests of mui tsai, not only the above provisions of the Women and Girls' Protection Ordinance, but also the provisions of the present Bill, as they cannot be too widely known.

Let us now consider whether clause 4 of the Bill is desirable. As regards this point, the Attorney-General has pointed out that there is the danger that in attacking the practice of employing mui tsai, we may increase the risks of neglect, kidnapping and prostitution. We, therefore, consider that clause 4 is undesirable. Clause 4 of the Bill is wholly unnecessary, in view of the language of clause 2 of the Bill which completely abolishes the whole system of employment of mui tsai, as defined by Chinese custom, and entirely eliminates any vestige of proprietorship or quasi-proprietorship in the employer. This aspect of the matter has engaged the most earnest and anxious attention of the Unofficial Members of Council, with the result that they have arrived at the conclusion that it is desirable to alter the language of clauses 12, 13 and 14 of the Bill in Committee so as to make it abundantly clear that any mui tsai of any age has the rights referred to in those three sections. For the protection of the mui tsai from evil-disposed persons, it is necessary to insert in clause 12 some words similar in effect to those at the end of clause 13 of the Bill, and it is therefore proposed to move in Committee the insertion between the word "may" and the word "leave" of the following words, namely:—"with the sanction of the Secretary for Chinese Affairs," and to insert the following new paragraph at the end of clause 12:—

"In granting or withholding such sanction, as the case may be, the Secretary for Chinese Affairs shall pay regard solely to the interests and welfare of the mui tsai."

Clauses 4 and 5 of the Bill are also, in our opinion, objectionable because, for their effective working, they appear to involve some system or registration. In regard to the question of objections to registration, we desire to associate ourselves entirely with the remarks which will be made presently by the Senior Chinese Member. We feel that it is very easy and simple for Britons, both here and in England, and also for the numerous Chinese in this Colony who do not employ "mui tsai," to adopt a philosophic attitude on such matters, seeing that such registration cannot possibly give them personally the slightest inconvenience. In this connection we are forcibly reminded of the old story of the absentee Irish landlord, who wrote to the Land League as follows:—"If you think that you are going to frighten me, by shooting at my Agent, you are very much mistaken." Moreover, Sir, in regard to these same matters, we cannot help recalling that, only about six months ago, when the question came up in this Council of the Europeans of this Colony being compelled to register their names as being able to carry out certain essential duties in the event of a general strike, there was so much general opposition raised by the Europeans in this Colony to compulsory registration that the Unofficial Members felt it incumbent upon them to move in this Council that that Bill be withdrawn; and that Bill was withdrawn accordingly. In the face of such a precedent, we think that the Government cannot consistently insist in this Bill on compulsory registration.

Accordingly, the course which the Unofficial Members would now ask the Government to adopt is as follows:—

- 1.—To go into Committee of this Council forthwith.
- 2.—To put clauses 4 and 5 of the Bill into Part III.
- 3.—To transpose the sections of clause 6 of the Bill and to re-number it as 4, and to insert two new clauses, to be numbered 5 and 6, for the better protection of mui tsai.
- 4.—To put the whole of clause 7 of the Bill with the exception of (1) (a) into Part II.
- 5.—To leave Clause 7 (1) (a) and clauses 8, 9 and 10 in Part III of the Bill.
- 6.—To put clauses 11 to 15 in Part II of the Bill, subject to certain amendments to clauses 12, 13 and 14, in the interests of the mui tsai.
- 7.—To leave clause 16 in Part III of the Bill.
- 8.—To pass Part IV, as it is, subject to a slight necessary consequential amendment at the beginning of clause 17.
- 9.—To omit clause 19.

In asking Your Excellency to put clauses 4 and 5 into Part III of the Bill, we would urge that, in view of the time and trouble spent by the Unofficial Members upon the consideration of this Bill, they are at least entitled to have their views on those clauses and on the registration clauses laid before the Secretary of State for the Colonies, before the solid weight of the Official Vote is brought to bear in opposition to the

unanimous views of the Unofficial Members. We do not ask for any further or longer delay than is necessary for the above purpose, and in the meantime (in fact, this very day) the other provisions of this Bill which contains all its vital principles will be placed on the statute book of this Colony. There are two vital principles in this Bill and the Unofficial Members of Council accept both of them. The first is the abolition of the mui tsai system, and this is effected by clause 2 of the Bill, which gives the death-blow to the mui tsai system as hitherto recognized and practised by Chinese custom.

The second principal is the provision for good treatment of mui tsai. This is dealt with by clause 6 of the Bill. All of the amendments which the Unofficial Members will move in Committee on this Bill are framed for the purpose of furthering and strengthening the above two vital principles of the Bill and for the protection of mui tsai.

HON. MR. CHOW SHOU SON.

Hon. Mr. CHOW SHOU SON, Sir:—The Honourable Senior Unofficial Member having expressed the joint views of all the Unofficials, I would, ordinarily, have contented myself with merely endorsing his remarks; but in this case my Chinese colleagues and I have promised both the supporters and opponents of the Bill to report here their respective arguments, and to express our own views on this important subject which so intimately concerns the Chinese. I would, therefore, crave the indulgence of this Honourable Council for so doing.

Since the Bill was read for the first time, meetings have been held by various sections of the Chinese community to discuss it—by the Chinese General Chamber of Commerce, by the Kaifong at the Tung Wah Hospital, by thirteen Chinese Commercial Unions, the Anti-Mui Tsai Society, the Y.M.C.A. and Y.W.C.A., and by the Chinese Labour Guilds. Views on the measure have also been enunciated in both the English and Chinese Press. As representatives of the Chinese Community, the Honourable Mr. Ng and I welcomed such views which have helped us to no small extent in arriving at our own conclusions. The views expressed have resolved themselves into two broad divisions—one in support of the Bill almost in its entirety with certain amendments designed to strengthen it; the other, in opposition to it as it now stands, though recognising that the mui tsai system has its evils.

Briefly the supporters of the Bill argue that:—

- 1.—The sale and purchase of human beings is a degrading and inhuman custom. It is tantamount to treating human beings as chattels and beasts, and it encourages kidnapping, licentiousness and other serious abuses.
- 2.—Mui tsai are slaves, because they are deprived of their rights and liberty, are not paid for their labour, and can be re-sold at any time.
- 3.—There have been innumerable cases of ill-treatment and neglect of mui tsai. There have also been some cases of employers seducing their mui tsai, or selling them for immoral purposes. In all such cases it is very difficult for these girls, owing to their ignorance, to defy their employers.
- 4.—Child-drowning bears no relationship to the mui tsai system inasmuch as in child-drowning the victim is invariably one or two days old, while girls sold as mui tsai have generally attained the age of five or six years, an age at which they can be useful to their purchasers.
- 5.—The argument that the abolition of the system would lead to the starvation of a large number of poor children can be met by the argument that when employers lose the services of their mui tsai they would have to employ paid servant-girls to take their place; and so the daughters of the poor, instead of being sold as chattels, would become paid servants.
- 6.—Mui tsai keeping is not charity, but, on the contrary, tends to encourage selfish and mercenary men to part with their children in order to enable themselves to be more self-indulgent.
- 7.—To pass a law with the object of merely preventing cruelty would mean the preservation of the poison in the system by neglecting the source of the disease.
- 8.—Registration should not cause undue inconvenience and trouble. At present, schools, companies, births and deaths, and medical practitioners have to be registered, and no inconvenience has been experienced by the parties concerned.
- 9.—The system was abolished by law in China towards the end of the Manchurian regime, and again at the beginning of the Republic; and if such could be done in so vast a country as China, there is no reason why it should not be done in this small Colony.
- 10.—Even if there were some flaws in the draft Bill, the proper way would be to point them out in order to have them remedied, instead of asking that the whole Bill be withdrawn.

The arguments of the other side for the withdrawal of the Bill are, roughly, as follows:—

- 1.—Mui tsai are not slaves, and have never been so regarded in China either by law or by custom. When a mui tsai is married, she is allowed to look upon the home of her former employer as her own home, and is treated as a member of the family.

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CABLES.

LATEST CABLES.
(THROUGH REUTER'S AGENCY.)

NEAR EAST CRISIS.

GOVERNOR OF SMYRNA "EXTENDS THE TIME"

CONSTANTINOPLE, Feb. 10th.

It is reported that the Governor of Smyrna has informed the French Consul that he has extended the time given to the warships to leave the Harbour, by twenty four hours, in order that he may receive instructions from Ankara. All was quiet in Smyrna this morning. Admiral Nicholson, aboard the light cruiser Curacao, which was standing by off Mytilene was ordered this morning to enter Smyrna Harbour, to support the Calypso if necessary. In addition to the Curacao, the super-dreadnoughts Resolute and Emperor of India have arrived at Mytilene.

Besides the Ernest Renan, the French destroyer Somali, a Dutch battleship and an Italian warship are also at Smyrna. Rear Admiral Sir A. E. M. Chatfield, aboard the Cardiff, arrived at Chanak yesterday and proceeded to Constantinople.

SMYRNA HARBOUR MINED

The warships at Smyrna consist of the British Calypso and the French Cruiser Ernest Renan. Information from independent sources states that the entrance to the harbour of Smyrna has been mined since the Mudania Convention, and the only channel free brings steamers within a few yards of the coast battery.

EARLIER CABLES.

TURKISH COMMANDER THREATENS TO USE FORCE.

CONSTANTINOPLE, February 7th.

The Turkish commander at Smyrna has informed the commanders of the Allied warships there that he has been ordered to enforce their withdrawal if they do not comply with the Turkish order to leave Smyrna.

The Allied High Commissioners have strongly protested against this demand that Allied warships shall leave Smyrna and have uttered a warning as to the grave consequences of any Turkish attempt at coercion. The French Consul at Smyrna reports that the French colony there is greatly disturbed by the menacing situation, and requests authority to embark French subjects on the Messageries Maritimes steamer Pierre Loti and a French cruiser which is at Smyrna. The Turkish newspapers publish an order by the military commander at Constantinople that all officers on the active and retired lists shall immediately register, otherwise they will be punished.

TURKISH DEMAND "MOST UNJUSTIFIABLE"

LONDON, February 7th.

Responsible quarters in London consider the Turkish demand for the withdrawal of foreign warships from Smyrna most unjustifiable, as the Mudania Convention is still in force until the peace treaty is signed. British warships at Smyrna are protecting British interests, and the possibility of their withdrawal is believed to be very remote.

CONSTANTINOPLE, February 7th.

The Turkish commander at Smyrna has shortened the time given to foreign warships to leave Smyrna from midnight to sunset this evening. The Allied High Commissioners have ordered the Allied warships to remain until ordered to leave by their Governments.

BRITISH AND FRENCH REJECT TURKISH DEMAND.

LONDON, February 7th.

The British and French Cabinets have agreed to reject the Turkish demand for the withdrawal of the warships from Smyrna, and warn Ankara that the warships have been ordered to defend themselves in case of attack.

TURKISH CHANGE OF TONE CAUSES ASTONISHMENT.

LAUSANNE, February 7th.

Ismet Pasha and the principal Turkish delegates have departed.

CONSTANTINOPLE, February 7th.

General Pella, the French High Commissioner, receiving Turkish journalists, expressed astonishment at the change of tone of the Turkish press towards France, especially in view of France's role of mediation at Lausanne, and said the attitude of the Turkish delegation at the eleventh hour consequently changed at the eleventh hour consequent on the receipt of a telegram from Ankara. General Pella concluded by pointing out that "I hope this telegram will not prove another Ems telegram," the allusion being to the telegram precipitating the Franco-Prussian war.

PACIFIC TREATY.

BILL BEFORE FRENCH CHAMBER.

PARIS, February 7th.

M. Raynaldy has concluded a draft report for the Chamber foreign affairs committee on the Bill ratifying the Four-Power Pacific Treaty. The Bill adds a rider to article two, stipulating that in the event of the rights of the contracting parties in relation to their insular possessions in the Pacific being threatened by the aggressive action of any other Power, France will not be obliged to give armed assistance towards their defence. The treaty implies no alliance or obligation to participate in defensive action. "With the foregoing reservation," the reporter concludes in favour of a ratification. He points out that a treaty whose advantages are all purely of a moral order, indirectly benefits the non-signatory Powers, like the South American republics bordering on the Pacific.

LATEST CABLES.

THE RUHR OCCUPATION.

FRENCH EXTEND THEIR OCCUPATION.

OCCUPATION.

The tussle between France and Germany in the Ruhr area continues, troops have occupied Hückeswagen, Wegmelskirchen and Overath in the Elberfeld district, and thus control all the lines from the Ruhr into the British area. This step means the closing of one of the main outlets of German trade, and leaves only the sea coast ports available.

The French have decreed that railway saboteurs are liable to be shot. After court-martialing several more German officials have been expelled, including the presidents of the railway direction at Troves.

The Ludwigshafen railways are apparently disorganised owing to strikes, and the French have taken over the complete railway administration of the Bavarian Palatinate. All stations in the Belgian zone are closed.

SHIPPING AFFECTED AT DUISBURG.

BERLIN, February 8th.

A message from Essen states that discharge at Duisburg has been stopped in consequence of the refusal of shippers to pay to the French the river dues and customs hitherto collected by Germany. This is likely to affect the provisioning of the industrial region.

THE FRENCH & HERR CUNO

PARIS, February 8th.

A semi-official statement replying to criticisms why Herr Cuno was recently permitted to enter the Ruhr explains that German Ministers were not forbidden to do so, but in view of Herr Cuno's attitude there and the secret attempt to exercise coercion, steps would be taken to prevent a repetition of this and penalties would be provided for transgression.

EARLIER CABLES.

INTERNATIONAL RAILWAY SERVICE REORGANISED.

PARIS, February 7th.

Minister Le Troquer, referring to the Ruhr, stated that the running of international trains was now assured, and the transport of coal and coke was being increased.

FRONTIER WARFARE.

REBEL MAHJUDS SUFFER HEAVY DEFEAT.

ALGERIA, February 7th.

Two British brigades have lost four British officers and thirteen men wounded, two British soldiers killed, six Indians killed and thirteen Indians wounded, in stiff fighting with rebel Mahjuds on the frontier. The rebels suffered very heavily, being caught between converging columns.

ANOTHER CAIRO OUTRAGE.

AUTHORITIES APPOINT A MILITARY GOVERNOR.

CAIRO, February 7th.

Two shots were fired this morning at Mr. Ambler, an English railway employee. He was not hit, but a native workman was wounded. The assailant escaped.

Owing to this attempt to murder Mr. Ambler, the authorities have appointed a military governor in Cairo to take measures to deal with such crimes, and a military cordon has been placed round the area where the attempt was made. Nobody is now allowed to leave without a permit, and anyone attempting to do so will be heavily fined.

AMERICAN LEGISLATION.

PRESIDENT'S STRONG APPEAL FOR SHIP SUBSIDY.

WASHINGTON, February 7th.

Submitting the report of the American Debt Commission to Congress, the President requested approval of the debt agreement with Britain as "a recommitment of the English-speaking world to the reality of a contract." He also asked for the enactment of the Ship Subsidy Bill because it was "as important to avoid losses as to secure funds on debts."

PROVISION FOR ACCEPTANCE OF BRITISH SETTLEMENT.

WASHINGTON, February 7th.

President Harding approved of the judgment of the Debt-Funding Commission that the agreement "fully preserved the integrity of obligation and represented the first great step towards readjustment of inter-Governmental obligations growing out of the war." Senator Smoot then introduced a Bill amending the debt law in order to provide for the acceptance of the British and similar settlements on the part of other nations.

President Harding pointed out that while the debt settlement would bring over one hundred and fifty million dollars yearly, the United States was operating Government-owned shipping at a loss of fifty million dollars yearly. He intimated that if the Ship Subsidy Bill were defeated and Congress failed to submit alternative, the executive "may proceed as best it can to end the losses in liquidation and humiliation."

WASHINGTON TREATY.

VOTING IN THE ITALIAN CHAMBER.

ROME, February 7th.

Voting in the Chamber for ratification of the Washington treaty relative to the independence of China was 267 to 19, and for the treaty relative to a revision of the Chinese Customs 262 to 24.

FAR EASTERN CABLE NEWS.

(THROUGH REUTER'S AGENCY.)

CHINA-JAPANESE INCIDENTS IN MANCHURIA.

PEKING, February 8th.

Japanese sources report three incidents in Manchuria in which Japanese soldiers and police have been assaulted. The first occurred on January 8th when a party of Japanese soldiers on an excursion from Changchun were visiting the adjoining village. They knocked at the door of a Chinese house for the purpose of inquiring their whereabouts when they were shot at from within, one soldier being killed. The second incident occurred in the same neighbourhood a few days later, when Chinese soldiers interfered with the railway communication. Resenting admonition from a Japanese policeman they assaulted him severely, stole his revolver, and partially wrecked the police station. The third affair occurred at Kungchun on February 1st when a party of Japanese soldiers on their rounds were fired on by a Chinese policeman.

These matters have been taken up by the respective consuls with the local authorities.

CHINA'S FINANCIAL SITUATION.

PEKING, February 8th.

The financial situation is arousing great interest among Chinese and foreigners. It is very unlikely that Parliament will sanction the loan before the recess, but the Government hope to find sufficient funds from the salt surplus and the issue of two million debentures to the banks. These, unlike bonds, will not require the consent of Parliament.

MONGOLIAN BANDITS.

TOWN LOOTED AND BURNED.

PEKING, February 7th.

A belated report from Kailashien in Mongolia says two thousand bandits attacked the town, looted and burned part, stole the Prefectural seals and opened the prison. The bandits retired northwards.

KINSHAN RAILWAY STRIKE.

WORKMEN RESUME.

PEKING, February 7th.

Strike situation on the Kinshan Railway has improved. It is semi-officially reported that the workmen on the northern section have decided to return to duty pending a settlement.

STRIKERS SHOT.

HANKOW, February 7th.

It appears that this afternoon the military ordered the strikers to resume work, but the men refused, when the military fired and shot dead thirty-seven, many being wounded. The military concerned in the shooting have now returned to Wuchang. The British Volunteers have been called out as a precaution.

INTERNATIONAL COURT.

JUDGMENT IN FRANCO-BRITISH DISPUTE.

THE HAGUE, February 7th.

The Court of International Justice has delivered judgment in a dispute between the British and French Governments regarding French nationality decrees in Tunis and Morocco, which the Council of the League of Nations referred to it. The Court has decided against the contention that the decrees are matters of purely domestic concern.

CENTRAL AMERICA.

TREATY OF PEACE AND FRIENDSHIP SIGNED.

WASHINGTON, February 7th.

A treaty of peace and friendship has been signed at Central American conference. Mr. Hughes announced that Guatemala and Honduras had decided to submit the boundary dispute to Mr. Harding's arbitration.

SON TO PRINCESS MARY.

LONDON, February 7th.

A son has been born to Princess Mary.

DUKE OF YORK'S WEDDING.

LONDON, February 7th.

The Duke of York's wedding has been fixed for April 26th, in Westminster Abbey.

THREE NEW CREATIONS.

LONDON, February 7th.

Sir George Younger has been created a Viscount and the M.P. Mr. Pike Pease, and Sir Owen Phillips, have been created Barons.

THE EXCHANGE MARKET.

LONDON, February 7th.

French francs reacted to 74.30, Belgium to 84.85, whilst the lire is quoted at 61, marks are nominally 170,000 to 175,000, and sterling is at 4.674.

HOME FOOTBALL.

LONDON, February 7th.

The English Football Cup re-plays result.

West Ham, 1; Brighton, 0.

Southampton, 1; Chelsea, 0.

Huddersfield, 3; Millwall, 0.

In the First division of the League, Liverpool beat West Bromwich 2/0.

In the Scottish League, Hearts beat Clyde 3/1; Airdrieonians and Partick played a draw of 3 goals each; Rangers beat Kilmarnock 1/0.

HONGKONG LEGISLATIVE COUNCIL.

(Continued from page 5.)

THE HON. MR. HOLYOAK.

Is it not very important that we should at this juncture, protest in the most vigorous and comprehensive terms against the erroneous charges levelled against us in the press of England?—greatly exaggerated and largely untrue charges. I found, as no doubt you did, Sir, when at Home in the past few months, constant references to "Hongkong slavery" and even to an open slave market—statements which were as preposterous in conception as they were untrue in fact. It is due to the Colony and the good Government of the Colony that these base insinuations and positive misrepresentations of the truth should be contested in the most vigorous form. Therefore I wholly agree with your Excellency that the term "erroneous" whether it is employed in the Bill or not, does convey the conviction of this Council with regard to public opinion at Home which has been fostered upon gross misrepresentations of the truth.

E.E. THE GOVERNOR: The "erroneous" supposers are the Chinese, who paid money for mui tai.

THE ATTORNEY-GENERAL: And the Europeans who imagined that the sale of human beings was recognised here by English laws: they made the same erroneous supposition and they have called upon us to change the law, when, as a matter of fact, there is no need to change the law, because the law has never recognised any rights whatever.

THE HON. MR. POLLOCK: I am afraid members of Parliament do not recognise themselves as my friend does—as "certain persons."

E.E. THE GOVERNOR: I confess I did not either. What the Hon. Mr. Holyoak has said makes me think it wise to retain the words "erroneous" and I think it must remove the objections of the Hon. Mr. Pollock. There is no question that the opinions of members of Parliament and others at Home to whom he referred were "erroneous."

The Hon. Mr. Pollock did not press his amendment, and it was agreed that clause 2 should stand part of the Bill.

The Hon. Mr. Pollock: With regard to Clauses 4 and 5 I have to move an amendment. That Clauses 4 and 5 be removed into part 3 of the present Bill. As I have already explained, Sir, in my opening speech, the unofficial members of Council have spent a considerable amount of time on this Bill. As regards myself it would be more correct to say that I have spent days than hours on this measure and the construction thereof. And the conclusion the unofficial members have come to on this Bill is that these clauses 4 and 5 are undesirable, unnecessary, and unworkable, but Sir, whether we are right or wrong in our views, we think we have the right to demand that our views on Clauses 4 and 5 should be submitted to the Secretary of State for the Colonies before these clauses are rammed through this Council against the unanimous wishes of the unofficial members by use of the official vote. Your Excellency has stated that Clauses 4 and 5 must be passed as they stand, because of the instructions received from the Secretary of State. It seems to me to be imputing an extraordinarily autocratic temperament to that high official to suppose that he desires these instructions to be carried out immediately, instead of with the delay of two or three months only, and I think, Sir, that such a supposition is extraordinarily uncomplimentary to our own Secretary of State. I cannot imagine, Sir, that he has any desire excepting to find out what the views of this Council are on this measure, because to suppose anything else would be to suppose that he intends to turn this Council and its deliberations into a positive farce.

I have before me now, Sir, a telegram from London on December 13th in which the Duke of Devonshire, speaking at the Nigeria Club dinner, said he wished the Colonies to regard him not merely as head of the office, but also as a friend. Well, Sir, in view of that statement of the Duke of Devonshire, I can hardly suppose that he intended by anticipation to absolutely preclude and bar himself from considering any reasoned opinions made by the unofficial members of the Council with regard to any measure brought before it. He also makes a statement to the effect that he will not interfere with the man on the spot. Well, Sir, I think the unofficial members of the Council can claim to be more than one man, and it is an interference with them. It is also, Sir, if the Head of the Colony is intended—an interference with the Governor of the Colony to say not merely that he wishes a certain measure to be passed but that he will not receive from the Governor any expression of opinion in Council, but insists upon a certain course of action being taken entirely without any reference to that opinion. I now, Sir, have to formally move as an amendment, that Clause 4 and 5 be put into Part 3 of this Bill, and upon this point I feel so strongly the disrespect that is being shown to the considered opinions of the unofficial members of this Council on the subject, I shall have to press for a division.

E.E. THE GOVERNOR:—I trust that in his last sentence the hon. member is not referring to me as showing disrespect to the views of the Council. It is in the last thing I desire to do, but in this matter, I have, as I have already stated, very definite instructions. The hon. member has read certain extracts from a telegram relating to what the Duke of Devonshire said after a lunch on a certain occasion.

The Hon. Mr. Pollock: Here is a clause which must be passed. I don't see where we shall benefit ourselves by trying to adopt another. If you are bound by instructions you are fully bound.

E.E. THE GOVERNOR: I am bound by instructions to introduce some clause which will have this effect.

The Hon. Mr. Pollock: I don't think you have quite comprehended the point of the Unofficials, which is that it is absolutely impossible after this Bill has been passed to employ mui tai—in the old sense of mui tai—at all. It almost wants a new term to describe them.

E.E. THE GOVERNOR: In that case the clause is entirely harmless. If there will be no such person there can be no harm in saying she cannot be employed.

The Hon. Mr. Pollock: But there will be persons claiming to be identified as mui tai and the effect of passing this clause is that after this you will have two forms—the legal and the illegal form—of mui tai. You will have endless disputes and enquiries as to whether the person is of the legal or illegal standing. Further it will mean that every single young Chinese girl coming to the Colony will be under suspicion as a potential suspected mui tai. I do not know how many inspectors you have but you will have to had hundreds. I would ask for a division to be taken on this amendment.

The Hon. Mr. Chow Shou Sox seconded the amendment and on a division all the Unofficial members voted for the amendment and all the Official members against. The amendment was thus rejected.

The Hon. Mr. Pollock moved that clause 6 be transposed so that subsection 2 became subsection 1 and vice versa. He thought this a better order.

The ATTORNEY-GENERAL: I see no objection.

The amendment was agreed to.

The Hon. Mr. Pollock moved that a new clause be inserted after clause 6 to run as follows:—

"In every prosecution for overwork or ill-treatment of a mui tai medical evidence shall be given before the Magistrate trying the case as to the injuries received by such mui tai, and the Magistrate shall find whether such ill-treatment amounted, in his opinion, to gross cruelty or not."

"In the event of such Magistrate finding that such ill-treatment amounted to gross cruelty, the offender shall not be given the option of paying a fine but shall be sentenced by the Magistrate to imprisonment for a term not exceeding one year."

The ATTORNEY-GENERAL intimated that he had no objection and the new clause was agreed to.

I have a telegram here, dated shortly before that time, in which he says he considers this law should be passed without further delay, on the following lines: Declaration that payment in respect of a child confers no rights from the date of the passing of this Ordinance; registration of mui tai. In passing a Bill on the above lines, there can be no compromise on the first and second provisions, but we will carefully and sympathetically consider any representations the Chinese may wish to make before the proclamation, bringing Part III into force, is issued. The telegram was sent after the Secretary of State received from here a full statement as to the objections to the Bill raised by the Chinese community— which cover all the ground which has been taken—and it was pointed out to me—I was told in the telegram received—the objections put forward were, those that the Secretary of State was aware of when his decision was taken. I am positive the Secretary of State has no desire to show any disrespect to the Council and I deprecate the suggestion that because the Secretary of State has prejudged the matter that therefore the Council's views will not be considered. It is very rarely that the Secretary of State takes a decisive line of this kind, and in this instance I fear his desire to take the views of the man on the spot has possibly been overruled by his desire to do what he believes to be right and in accordance with British principles. I am clear that the clauses in some shape or form must form part of the Bill and I myself can see no reason why they should not, because it is perfectly clear that the system must end. The hon. member says the system is actually put an end to by Clause 2. In that case why object to any so and prevent recruitment of future mui tai? The Secretary of State has expressed his readiness to listen to advice on any of the minor matters of the Bill and, of course, he will pay due attention to what has been said on this subject. Well, now, what is the use of postponing this clause and putting it into Part III? It only means that the abolition of the system will be delayed, possibly for two or three months. It is not to be supposed that the Secretary of State will alter his opinion on the matter and the only practical difference would be that a certain number of persons would be under the impression that they would be at liberty to engage mui tai for the next two or three months. Supposing the Secretary of State does alter his opinion, which is most unlikely; it would always be possible to repeal and no harm would be done, except that for a few months no one would be able to obtain a mui tai, which the hon. member agrees would be desirable. We do not wish people to engage further mui tai and I think the more difficult we make it for them the greater the advantage to the community. I am extremely sorry to differ from the hon. member but I feel the clause in some form or other must be included in some part of the Bill which comes into immediate operation. I am quite willing to consider any suggestions for change in the wording.

The Hon. Mr. Pollock: Here is a clause which must be passed. I don't see where we shall benefit ourselves by trying to adopt another. If you are bound by instructions you are fully bound.

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The ATTORNEY-GENERAL intimated that he had no objection and the new clause was agreed to.

The Hon. Mr. Pollock moved a further clause—clause 8—as follows: "The provisions of the Protection of Women and Girls Ordinance, 1897, and of the Offences against Persons Ordinance, 1885, shall, as hitherto, apply to and include mui tai."

E.E. THE GOVERNOR: Is there any object in that?

The Hon. Mr. Pollock: The point is, as I explained in my speech, especially with regard to the first named Ordinance, that it should be fully realised what the provisions of that Ordinance are and the heavy punishments, including in some cases the penalty of flogging. I think it is very desirable that that should be widely known and that it certainly does apply to mui tai. The Offences Ordinance covers everything from common assault to attempted murder at the other end of the scale. It is very desirable, when dealing with mui tai, to call attention to these measures in an Ordinance which will be translated into Chinese and let people know that there is such a law and that its provisions are very stringent. It is just a sort of reminder.

The ATTORNEY-GENERAL: I do not see any great objection except that I do not think it is necessary. The same object might be obtained by some form of advertisement. It seems rather unnecessary to state that a law—already passed—is in force.

E.E. THE GOVERNOR: And it may convey a suggestion that laws not specifically mentioned do not apply.

The amendment was carried.

The ATTORNEY-GENERAL suggested that the earlier Ordinance should be mentioned first.

This was agreed to.

It was agreed to transfer the whole of clause 7 into Part III of the Bill.

The Hon. Mr. Pollock: There might seem to be some conflict between clause 12 and clause 2 if we do not substitute for the words "any age over 15 years."

H. E. THE GOVERNOR:—Leave out "any age" and say "any mui tai" may with the sanction of the Secretary of Chinese Affairs.

Hon. Mr. Pollock:—My reason is this that it would not do for a mui tai as it were to walk out of doors without any protection at all. There must be some sanctioning authority and the proper one would be the Secretary for Chinese Affairs.

H. E. THE GOVERNOR:—The point is not without difficulty. We have declared that the payment of a sum of money confers no right of property. Now if one of these mui tai, being of ripe age, says "I intend to leave my employer and the views of the Secretary for Chinese Affairs do not interest me," what is to be done?

Hon. Mr. Holyoak:—Has any estimate been formed of the increase of Secretarial staff made necessary by the Bill.

H. E. THE GOVERNOR:—You may take it there has been no estimate made by any one in authority.

Hon. Mr. Holyoak:—I think we shall have to very materially increase the staff.

H. E. THE GOVERNOR:—Well, I have my opinion.

Hon. Mr. Pollock:—I rather differ from my hon. friend. I think, as a matter of fact, the vast majority of mui tai will be content to remain where they are. I appreciate the difficulties pointed out; the only trouble is that there must be some authority.

H. E. THE GOVERNOR:—To do what?

Hon. Mr. Pollock:—To control in some way.

H. E. THE GOVERNOR:—When does a Chinese girl arrive at years of discretion?

—(Laughter.)

Hon. Mr. Chow Shou Sox:—That is putting a big question. Eighteen years is not the age of discretion; that is the worst age.—(Laughter.)

H. E. THE GOVERNOR:—Do you think the clause would be improved if we substituted, say, 21? (To Hon. Mr. Hallifax): Has the matter come before you?

The SECRETARY FOR CHINESE AFFAIRS: No, Sir.

The Hon. Mr. Pollock: I am quite prepared to leave the words out. It occurs to me that it is a very

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URGENT WANTS.

YESTERDAY'S EFFORT AT
ST. ANDREW'S CHURCH HALL

Yesterday St. Andrew's Church Hall, Kowloon, was temporarily converted into a hive of industry. As one entered by the side door the hum of machinery could be heard whilst the scene inside was typical of a sewing factory at home.

A working party of Kowloon ladies had congregated there for the purpose of making "urgent wants" for the Yunnan Fu Hospital. Work commenced at nine o'clock in the morning and continued right through the day until seven o'clock in the evening, with a break of one hour for tiffin and a small break in the afternoon for tea. About seventy ladies attended in the morning and something like sixty put in an appearance in the afternoon. Round the walls of the Hall were placed notices with the words "Please work hard," but this incentive did not appear necessary, for the ladies worked at a high pressure throughout the day and by the middle of the afternoon they had more than accomplished what they had set themselves to do.

About fifty of the ladies were kept busy throughout the day operating sewing machines, whilst others were engaged in rolling bandages, packing the completed articles or handing out material to the ladies engaged in cutting out or sewing. Something like \$500 worth of material was purchased for conversion into hospital stores and by 3 p.m. the following approximate list of articles had been made: 24 linen cloths, 24 dresses, 500 R.M. bandages, 36 many-tail bandages, 250 swabs, 36 bed sheets, 36 draw sheets, 12 padded quilts, seven nurses' coats and 40 suits.

The working party, which was organised by the ladies of the church, was quite a new venture. It has been voted an unqualified success. It should be stated that the ladies have been enabled to buy the \$500 worth of material by means of subscriptions raised amongst the gentlemen of the congregation. A small number of these subscriptions are still outstanding and the lady organisers would be glad to receive these as early as possible.

THE S.S. "KONG NING"

THE ALLEGED ATTEMPT TO
DAMAGE HER ENGINES.The case in which the third and fourth Engineers of the motor ship, *Kong Ning* named Kong Tai and Kai King respectively, and Lo Hoi, an electrical fitter, are charged with deserting their ship on the 4th inst. and with wilfully damaging the ship's engines, was heard before the Marine Magistrate (Commander C. W. Beckwith, R.N.) yesterday morning.

The defendants pleaded not guilty. From the evidence of the Captain Pyne and the Chief Engineer (Mr. James White) it appeared that at the same time as the men were found in the neighbourhood of the lubricators a jar containing powdered glass was also found in the vicinity. According to the Captain, the vessel was consequently delayed and would not be able to sail until her engines had been examined and put into working order. One of the four lubricators belonging to the motor engines, had been detached from the ship, and this was produced in Court. The Chief Engineer explained at some length where the powdered glass had been poured into the lubricators and the results that might have arisen had not this been discovered. Directly the engines started running there would have been a gradual heating up of the working parts and intense friction would be caused by the powdered glass.

After hearing further evidence the Magistrate again remanded the case in order to give the Police a chance of securing the second engineer.

THE G. & S. OPERAS.

The Gilbert and Sullivan Opera Season at the Theatre Royal opens to-morrow night with a performance of "The Gondoliers." The Indian and the Straits papers speak in the highest terms of the Company's performance. Of the Gondoliers *The Times of India* said: "The drawing, choruses and scenery were delightfully refreshing and invigorating and one left in quite a rejuvenated state of mind. The performance, owing to so many encores was not over till rather late."The *Singapore Free Press* of January 30th contained the following reference to the rush to see these operas: "By nine o'clock yesterday morning, there were a great many disappointed people in Singapore owing to the rush on the booking plan of the G. & S. Operas, a queue had formed outside the booking office at 7 a.m. and it grew momentarily till it streamed across the road to the Cricket Club and blocked the traffic. Not one seat was left for 'The Mikado,' 'Gondoliers,' 'Yeomen of the Guard' and 'Pirates of Penzance' by 4 p.m."

We are informed that Hongkong, in this respect, is running a close second to Singapore as very few seats are left for the first few operas.

A cable from Singapore says: "Katinka," the famous American musical comedy (which the Company give in Hongkong on the 19th and 20th inst.) is "still breaking records."

The jury acquitted Muller, a young workman, on a charge of murdering the legal representative of a company where he was employed, states a Paris message of November 1st. Muller lost his right arm in an accident, and was awarded \$20 annually, but demanded \$40, and when refused shot the firm's representative dead. Muller at the trial pleaded that the refusal to increase the pension made it impossible to support his mother. Several of the jury burst into tears. The acquittal was received with cheers in court.

NAVY MAN IN TROUBLE.

SEQUEL TO BRAWL IN SPRING
GARDEN LANE.A naval Chief Petty Officer appeared at the Magistracy yesterday morning charged with assaulting a Chinese cook, and with doing damage to a door and breaking a bottle at No. 23, Spring Garden Lane, and further with behaving in a noisy and riotous manner in the Spring Garden Lane neighbourhood. The defendant was C.P.O. Charles H. Crossman, of H.M.S. *Tamar*, and the complainant in the assault charge was Lai Kwan, a cook of the A Chan restaurant. In the broken door and bottle charge, Lai U Nam was the complainant. The case was taken in Mr. J. R. Wood's Court.

Lai Kwan was the only witness called before the case was remanded till to-morrow to enable the defendant to obtain certain witnesses. Lai Kwan's story was that he was in the premises of 23, Spring Garden Lane late on Wednesday night when the defendant knocked at the door. He was told that the restaurant was closed for the night and therefore he could not be admitted. The sailor broke open the door and went inside the house. He took the witness kicked him in the leg and struck him in the body and on the head. Two passing Europeans came to his assistance and the defendant was got outside after which he was handed over to the police, and they went up to the police station.

Defendant to witness: How did you get that mark on your left knee?

Witness: It was where you kicked me. Defendant denied this, and made a statement to the Magistrate in which he gave his version of the affair. That when he was arrested he was holding the witness by the collar with one hand and trying to "dish his leg up" with the other. He stated that before the alleged assault took place he was with a friend and he bought four packets of fireworks from a boy in the street. He placed three of these packets on a window sill while he lit a cigarette. As he did so a hand came through a trap door placed in the window and stole the crackers. He alleged that the hand was that of the witness. He knocked on the window and someone inside told him in fairly good English, "We no open for business now." He looked around for a Sikh policeman but was unable to find one. Accordingly, he went back to the shop and knocked hard on the door. A number of missiles were hurled at him, though he was unable to say what was their nature. He did not go inside, and Lai Kwan came running out, at tremendous speed. He took up the chase, and they ran down Stanley Lane and other streets, and a couple of Europeans joined in the chase. They caught him eventually; there was a certain amount of argument, and the police were called for. The case was then remanded till to-day.

SPORT.

CRICKET.

HONGKONG C.C. v. UNITED SERVICES.

The following have been selected to represent the Hongkong C.C. against the United Services on Friday and Saturday, 16th and 17th February, at 11 a.m. on the Club ground:—B. Hancock (capt.), T. E. Pearce, E. B. Reed, G. R. Sayer, L. J. Davies, R. E. A. Webster, H. Owen Hughes, E. J. R. Mitchell, F. H. Farthing, H. E. Hollands and D. E. G. Nicholson.

INDIAN R.C. v. THE NAVY.

The following will represent the I.R.C. in their league match with the Navy to-morrow (Saturday) at Sookunpoo Valley: A. el Arrouli (capt.), A. H. Bumjahn, S. H. Ismail, S. D. Ismail, A. H. Madar, J. S. Curroem, N. B. Kitchell, Sirdar Khan, S. A. Ismail, A. R. M. Samy and S. A. Bumjahn.

INDIAN R.C. 2ND XI. v. R.E.

The following have been selected to represent the Indians 2nd XI. in their league match with the Royal Engineers to-morrow (Saturday) on the Military ground, Happy Valley: E. Moosdeen (capt.), R. Nazarin, D. Bumjahn, H. D. Bumjahn, F. M. Arul, J. Hassan, O. Bumjahn, A. K. Minu, J. Achkar, A. Kitchell and Y. A. Wahab. Reserve: A. G. Abbas.

CIVIL SERVICE v. UNIVERSITY.

The following will represent the Civil Service 1st XI. v. University in a League fixture on the latter's ground to-morrow, at 2.15: A. E. Wood (capt.), G. R. Sayer, E. W. Hamilton, E. B. Reed, A. R. Sutherland, F. J. Ling, E. C. Fincher, F. H. Holdman, A. W. Grimmitt, F. Baker and E. W. Gardiner.

A motor-bus will leave the Pavilion of the Hongkong C.C. at 1.45 p.m.

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FOR BOMBAY.TO COST OVER TWO AND A
HALF LAKHS.

The Primary Education Committee of the Bombay Corporation have recommended the arrangements necessary for introducing free and compulsory education in only two municipal wards of the city, at the estimated cost of Rs. 200,000 non-recruiting expenditure, and monthly expenditure amounting to nearly Rs. 80,000. It is proposed to put the scheme in operation from July next. The Government will contribute half the cost and the other half will be met by the municipality from the income realised by levying an additional general tax of half per cent.

CURRENCY NOTES AT
BANGKOK.

MR. NEWBRONNER SENTENCED.

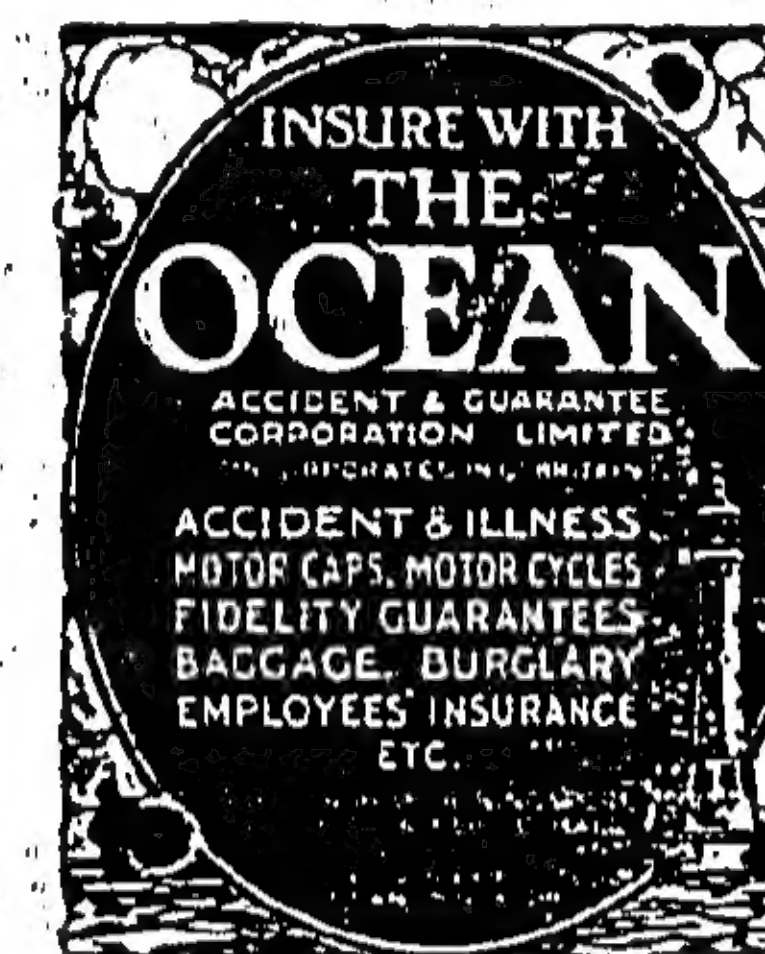
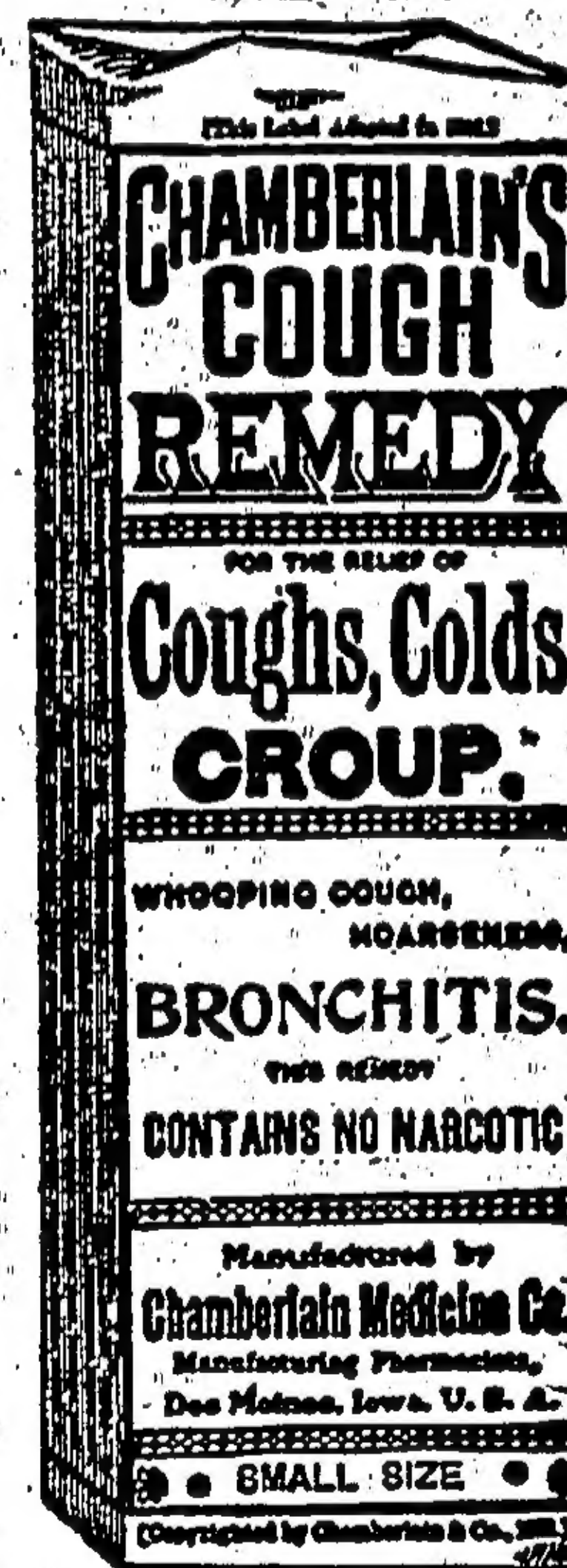
The Bangkok Times of January 29th says:—

But for the twitching of his eyelids one might well have thought that Daniel Newbronner was quite unperturbed by the sentence imposed upon him by the International Court this morning. He listened to the reading of the judgment, which ran to twenty or thirty pages, very closely, and evinced no emotion when sentenced to fifteen years' imprisonment and a fine of Tes. 5,000. He was led from the Court with manacled wrists, the ghost of a smile upon his features. His mother, Mrs. Jelstrup, was a pathetic figure in Court and broke down when her son was sentenced. In imposing the heavy term of imprisonment the Court took into consideration the prisoner's previous convictions in the Straits, and the fact of his social standing in Bangkok—the owner of a large racing stable and motor cars. His attorney is appealing.

Henri Marcelle, a diminutive boy of eighteen, goes down for twelve years and Ho for ten. Tan was discharged owing to lack of evidence.

MORE WOMEN BARRISTERS.

The results of the recent examinations for the English Bar were published on January 16th. They show that five more women have passed the final examination and will thus be eligible for call to the Bar and to practise as Barristers when they have completed their terms at the various Inns of Court.

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Acting Chief Manager.

Hongkong, 20th January 1923.



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WORLD THEATRE

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FREEMASONRY IN 1922. A NOTABLE YEAR.

The year 1922 has been a notable year for Masons. Veterans have always looked back upon 1874 as the red-letter year in English Freemasonry, because that year witnessed the election of a popular Prince (afterwards Edward VII.) to the office of reigning Grand Master, and the initiation of his brother, the Duke of Connaught. The year 1922 has witnessed the investiture of the grandson of that popular Monarch with the collar and insignia of the office of Senior Grand Warden in the Grand Lodge of England by the Royal initiative of 1874, who has proved a worthy successor to his brother as Grand Master. From all parts of the world reports show that there is no diminution in the number of candidates who assemble in the porch clamouring for initiation. In England there has been no abatement in the demand for new lodges, occasioned by the filling up of the lists of those already on the register. No fewer than 129 warrants for Craft Lodges were issued in 1922 one in excess of the number granted in 1921. Royal Arch Chapter charters were down by nine-fifty-one as compared with sixty-but Mark Lodge warrants were advanced by five, twenty-eight being sanctioned as against twenty-three in the previous year. As initiation into Craft Masonry is essential to progress in the Arch and Mark, the figures concerning these show that interest in Freemasonry is well sustained by initiates.

There has also been an increased interest in the Masonic Million Memorial Fund scheme. At the close of the year 479 lodges had become "Hall Stone" lodges, and of this number 198 had qualified during 1922. The qualification of a Hall Stone lodge is a minimum subscription of ten guineas a member, except in the case of duplicate membership when it is reduced to five guineas. The decision of Grand Lodge to make use of the Great Queen-street site as the future central home of the craft will, undoubtedly, be the cause of increased enthusiasm and support to this scheme.

The demands of all the Masonic benevolent institutions have been anticipated rather than met. When the war broke out it was at once realized that a great strain would be experienced by these bodies, and English Freemasons at once imposed a standard, which was to meet all demands, however great they might be. This standard has been more than maintained during the past year. More than a quarter of a million was subscribed at the festivals of the Girls' Boys, and Old People's Institutions, the Mark Benevolent Fund had a "record" festival, while great strides were made by the Freemasons' Hospital and Nursing Home towards the attainment of the establishment of an endowment fund the interest from which shall yield an income sufficient for all requirements.

According to the returns of the Board of Benevolence of the Grand Lodge of England, the distress among Freemasons in 1922 has been greater than in any previous year. There were no fewer than 363 approved applications, the total amount of relief granted being £28,470. The figures are a striking commentary on the distress occasioned as the aftermath of war. From 1913 there was a steady decline both in the number of applications and the amount granted in relief. In 1913 there were 364 cases, to whom £15,945 was granted. In 1918 the figures had fallen to 217 approved applications and £10,630. Since 1919 both applications and grants have been increasing. Previously the highest total in any one month was £2,955, but in May of last year £4,040 was distributed among fifty-six cases.

In the provinces considerable headway has been made with various schemes. East Lancashire at one festival early in the year collected two-fifths of the £150,000 required for the erection of provincial headquarters in Manchester, which shall also provide a home for the many Masonic lodges meeting in that city. Bradford has also embarked upon a housing scheme for the fifteen lodges and five Royal Arch Chapters which meet there. These have combined into a Bradford Masonic Association, and a scheme has been formulated under which every member binds himself to pay a certain sum for a number of years which, in the aggregate, will defray the cost of the building.

For a time two overseas Masonic jurisdictions are being governed by prominent brethren on "loan" from the Mother Country. Lord Strathbrooke, Provincial Grand Master for Suffolk, and Pro Grand Mark Master, has become the Grand Master of Victoria during his term of office as Governor of that Colony, and Lord Jellicoe has undertaken a similar responsibility for New Zealand during his period of administration there.—Times.

The labour papers in Australia have little respect for the leaders, either in fact or fiction. Thus:—When Billy Hughes had the umbrella shop, he also posed as a locksmith. One day an old lady called him into her business to open a safe, the key of which she had lost. With a gaze of infinite wisdom he fingered the lock, and while engaged doing so, espied the missing key under a nearby table. Without saying a word to the old dame, he took a sort of putty, in the press of the lock and as soon as the opportunity offered, pocketed the key. He returned an hour afterwards to the old lady with a "shined up" key and collected a "five bob" for after he had grandiloquently opened the safe.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.
OCEAN STEAMSHIP CO. LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO. LTD.

CONSIGNEES per Company's Steamer

"HELENUS"
are hereby notified that the Cargo will be discharged into Hols' Wharf, Kowloon, where it will be at Consignee's risk and subject to terms and conditions of storage at Hols' wharf. The Cargo will be ready for delivery from Godown on and after 7th February.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the free storage period.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 15th Feb., will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 27th Feb., or they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on Mondays and Thursdays.

All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & CO.,
Agents.
Hongkong, 6th February, 1923. [343]

ARRIVED HONGKONG ON 5TH FEB., 1923.
FROM ANTWERP, LONDON, PORTSAID
ADEN, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as the Goods are landed.

Optional goods will be landed here unless instructions have been given to the contrary 8 hours before arrival of the steamer.

Goods not cleared within 8 days, including date of arrival will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on Mondays and Thursdays.

All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & CO.,
Agents.
Hongkong, 6th February, 1923. [343]

S.S. "ANGERS"
SERVICES CONTRACTUELS DES
MESSAGERIES MARITIMES

NOTICE.

CONSIGNEES of Cargo from Marseilles, etc., in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks in the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after the 5th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 15th inst., or they will not be recognised.

All damaged packages will be examined on Friday the 9th inst., at 10 A.M. by Messrs. GODDARD & DOUGLAS.

No Fire Insurance has been effected.

R. RODENFUSER,
Acting Agent.
Hongkong, 3rd February, 1923. [32]

THE BEN LINE STEAMERS, LTD.
FROM ANTWERP, MIDDELSBRO,
LONDON AND STRAITS.

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CONSIGNEES of Cargo are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 26th inst., or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 12th inst., at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD.
Agents.
Hongkong, 5th February, 1923. [329]

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SAILINGS SUBJECT TO ALTERATION.

MANILA	YUENSANG	Friday	9th Feb. 3 p.m.
STRAITS & CALCUTTA	"LAISANG"	Friday	9th Feb. 3 p.m.
SWINGTAU via SWATOW	"KWONGSANG"	Sunday	11th Feb. 9 a.m.
HAIPHONG via HOIHOW	"LEESANG"	Sunday	11th Feb. 10 a.m.
BANGKOK via SWATOW	"KWAISANG"	Monday	12th Feb. 10 a.m.
Kobe	"NAMSANG"	Wednesday	14th Feb. 10 a.m.
SHANGHAI via SWATOW	"WINGSANG"	Thursday	15th Feb. 10 a.m.
BANGKOK via SWATOW	"YATSHING"	Monday	22nd Feb. 3 p.m.
RANDARAN	"MAUSANG"	Thursday	22nd Feb. 3 p.m.
STRAITS & CALCUTTA	"KUTSANG"	Thursday	22nd Feb. 3 p.m.
BANGKOK	"CHUNSANG"	Sunday	25th Feb. 10 a.m.

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai and Yokohama. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo calling at Hoihow when inducement offers.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000-ton steamers, "HINSANG" and "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken of through Bills of Lading for Kedah, Jesselton, Labuan, Tawau and Lahad Datu.

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S.S. "LAISANG" will be despatched on or about
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HOMEWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong
"Pembrokeshire"	23rd Feb.	"Glenland"	15th Feb.
"Glenluce"	27th Feb.	"Glenland"	15th Feb.
"Glenade"	15th Mar.	"Glenland"	15th Feb.

Movements are subject to change without notice.
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Kanbun Hotel	Osaka Hotel	San-jo Hotel	Tokyo Hotel
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SHIPPING NEWS

ARRIVALS.

February 7th.
Haitan, British str., 1,183 tons, Capt. E. Jones, from Haiphong, with a general cargo.—Man Wing S.S. Co.
Hanoi, French str., 730 tons, Capt. F. Morvan, from Haiphong, with a general cargo.—P. A. Lapicque.
Kwai Wah, Chinese str., 402 tons, Capt. Kwok Kai, from Kourane, with a general cargo.—Shun Hing S.S. Co.
Kwangle, Chinese str., from Canton.
Kwangle, British str., 1,570 tons, Capt. A. J. Scott, from Bangkok, with a general cargo.—B. & S.
Lahore, British str., 3,143 tons, Capt. H. O. Davis, R.N.R., from Singapore, with a general cargo.—Mackinnon, Mackenzie & Co.
Erakou, Norwegian str., 1,035 tons, Capt. B. Moller, from Saigon, with rice.—K. Larsen & Co.
Takada, British str., 4,323 tons, Capt. P. W. Rowe, from Amoy, with a general cargo.—Mackinnon, Mackenzie & Co.
 February 8th.
Banks, Danish str., 1,049 tons, Capt. E. Juel Hansen, from Bangkok, with a general cargo.—John Manners & Co.
Batavia Maru, Japanese str., 2,758 tons, Capt. G. Fujita, from Sandakan, with a general cargo.—O.S.K.
Empress of Australia, British str., 12,292 tons, Capt. S. Robinson, from Vancouver, with a general cargo.—C.P. S.S. Ltd.
Kiso Maru, Japanese str., 2,527 tons, Capt. J. Yamaguchi, from Saigon, with rice.—M.B.K.
Kwangle, British str., 1,458 tons, Capt. W. F. Richard, from Shanghai, with a general cargo.—J.M. & Co.
Luchow, British str., 1,220 tons, Capt. P. R. Purcell, from Shanghai, with a general cargo.—B. & S.
Mausung, British str., 2,063 tons, Capt. P. R. Gay Cumming, from Sandakan, with timber.—J.M. & Co.
Peraya, Italian str., 5,594 tons, Capt. Rayasia Givani, from Singapore, with a general cargo.—Dodwell & Co.
Pernio Maru, Japanese str., 2,870 tons, Capt. J. Yawata, from Dairen, with beans and general cargo.—T.R.K.
Sarvatan, British str., 4,817 tons, Capt. Parsons, from Singapore, with salt.—H.M.H. Nemaesee.
Sinking, British str., 1,516 tons, Capt. C. W. Puckett, from Shanghai, with a general cargo.—B. & S.
Wening, British str., 1,356 tons, Capt. Gauld, from Manila, with a general cargo.—B. & S.

CLEANANCES.

February 7th.
Batavia Maru, for Tekoa.
 February 8th.
Chongva, for Canton.
Chinfoloch, for Syatow.

Hongkong, for Swatow.
Luchow, for Swatow.
Wade, for Pakhoi.
Kwangle, for Shanghai.
Kwangle, for Canton.
Luchow, for Canton.
Proterus, for Canton.
Koima, for Hoihow.
Singapore, for Chaochow.
Sinking, for Canton.
Tasclara, for San Francisco.
Tean, for Haiphong.
Toyo Maru, for Bangkok.
Yangtze, for Canton.

VESSELS EXPECTED.

Agamemnon (Blue Funnel), due Feb. 9th.
Autolycus (Blue Funnel), due Feb. 11th.
Asy Le Rous (M.M.), due Feb. 17th.
Delorapion (Blue Funnel), due Mar. 9th.
Bengal Maru (N.Y.K.), due Feb. 15th.
Bellona Castle (Dodwell-Castle Line), due February 18th.
City of Simla (Bank Line, Ltd.), due Feb. 13th.
Democriton (Blue Funnel), due March 10th.
Eurybates (Blue Funnel), due Feb. 24th.
Ision (Blue Funnel), due March 13th.
Kashmir (P. & O.), due Feb. 10th, at noon.
Manchester (Dodwell-Castle Line), due March 17th.
President Lincoln (Pacific Mail), due Feb. 24th.
Prism (Blue Funnel), due March 2nd.
Longhorn Maru (N.Y.K.), due to-day.
Sophie Rickmers (Rickmers line), due Feb. 12th.
Tango Maru (N.Y.K.), due Feb. 14th.
Terris (Blue Funnel), due Feb. 10th, at daylight.

WEATHER REPORT.

Feb 8th at 11:40—Pressure has decreased considerably from the Bonine to Vladivostok. It has increased moderately from the Loochoo to Formosa, and slightly over Kwangle and the Philippines. The anticyclone remains stationary over China. The Loochoo depression has deepened and moved north-eastward. Fresh monsoon may be expected along the S. E. coast of China and over the S. China Sea.
 Hongkong rainfall for the 24 hours ending at 10 a.m., 8th Feb., 0.00 inch. Total since January 1st, 0.15 inches, against an average of 1.94 inches.
 The forecast for the 24 hours ending at noon, 9th Feb., is as follows:—
 DIRECTION FORECAST
 Hongkong to Gap Rock N.E. winds, fresh; cloudy at first then clearing.
 Formosa Channel N.E. winds, strong.
 South coast of China between Hongkong and Loochoo No. 1.
 South coast of China between Hongkong and Hainan No. 1.

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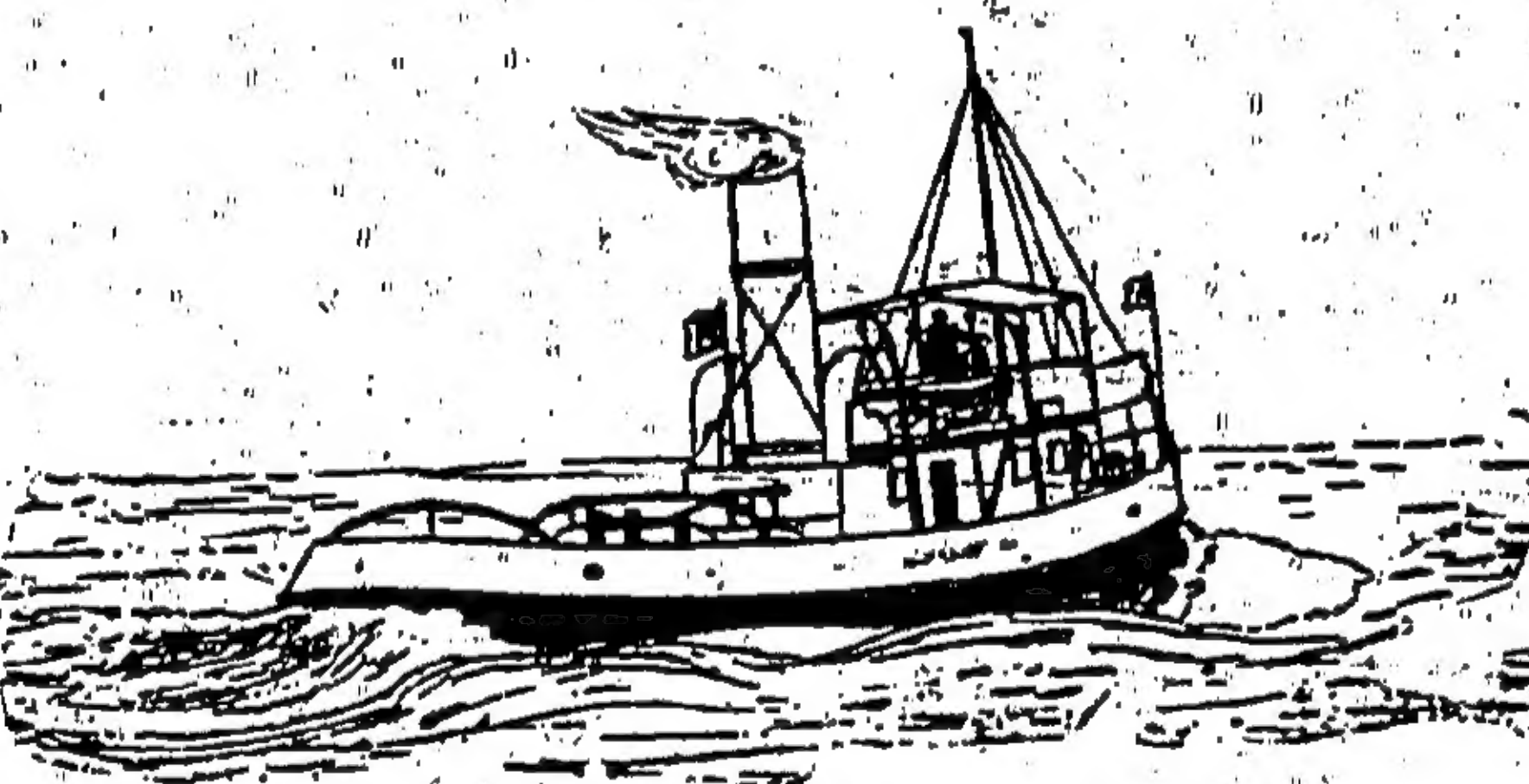


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 ELECTRIC WELDERS,
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 ENGINEERS.

TAKO DOCKYARD & ENGINEERING COMPANY
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— DRY DOCKS. —

Length 787 Feet.
 Length on Blocks 750 Feet
 Depth on Centre of
 Sill (H.W.O.B.T.) 34 ft. 6 ins.

— THREE SLIPWAYS. —

Capable of Handling Ships Up
 to 3,000 Tons Displacement.
 Electric Cranes at Sea Wall Capable of
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AGENTS:

HONGKONG, CHINA & JAPAN.

TEL. ADDRESS: "TAKO DOCK," HONGKONG.
 TELEPHONE No. 212.
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CANADIAN PACIFIC STEAMSHIP LIMITED

Reduced Fares to Europe
First-Class

£120

Connecting with Canadian
 Pacific Atlantic Empresses.

£112

Connecting with Monoclass
 Cabin Atlantic Steamers.

Second-Class

£82

Connecting with Monoclass
 Cabin Atlantic Steamers.

£80

Connecting with Canadian
 Pacific Atlantic Empresses.

New Canadian Pacific Monoclass Cabin Atlantic Service.

MONT LAURIE 17,100 tons gross.
 MONTCALEM 18,400 tons gross.

MONTROSE 16,400 tons gross.
 MONTCLARE 18,400 tons gross.

If desired, passengers may be routed via any Atlantic Port

CANADIAN PACIFIC

TELEPHONE 752.

HONGKONG OFFICE.

CABLES: GACANPAC

DODWELL & CO., LIMITED

REGULAR SAILINGS TO NEW YORK & BOSTON

For NEW YORK & BOSTON via SUEZ

1. "BOLTON CASTLE" ... sailing on or about 13th March.
 2. "MONCASTER CASTLE" ... beginning of April.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORT

PIRELLA having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR BRINDISI, VENICE & TRIESTE

1. "PERIA" ... sailing on or about 25th February.
 2. "TRIESTE" ... 2nd of March.

FOR SHANGHAI.

1. "PERIA" ... sailing on or about 9th February.
 2. "TRIESTE" ... beginning March.

Passenger's Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS

1. "UMSINGA" ... sailing about 10th February.
 2. "UMZUMBI" ... end of March.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

Agents.

(18)

Y. K. K.
Yamashita Steamship & Mining Co., Ltd.
 Steamship Owners, Shipping & Marine Insurance Broker.
 Coalmine Owners, General Coal Merchant.
 REGULAR FREIGHT & PASSENGER SERVICE
 BETWEEN
 KEELUNG, HONGKONG & HAIPHONG.
 Sailing from Hongkong.
 For HAIPHONG via Hoihow & Pakhoi
 For KEELUNG via Swatow & Amoy
 For further particulars, please apply to—
 Branch Office: No. 37, Bonaparte Road, West, Tel. Central No. 155.
 S. MITARAI, Agent, Top Floor, King's Building, Tel. Central No. 140.

AGENTS THOS. COOK & SON BANKERS

With 150 Offices throughout the World.

OUR SHIPPING & FORWARDING DEPT.

Offers Exceptional Facilities for the General TRANSPORTATION of Merchandise and Private Effects and Cargoes.

REGULAR SHIPMENTS TO ALL PARTS. CONSIGNMENTS CLEARED AT LOW RATES. INSURANCE EFFECTED. INVOICES COLLECTED AGAINST DELIVERY OF GOODS. CARGOES PACKED FOR EXPORT. DRY STORAGE ACCOMMODATION FOR ALL KINDS OF NON-HAZARDOUS GOODS.

HEAD OFFICE: LUGATE CIRCUS, LONDON, E.C.

TELEGRAPHIC ADDRESS: COUPON.

LOCAL ADDRESS: HONGKONG HOTEL BUILDING.

TELEPHONE: CENTRAL Nos. 524-5.

N. Y. K.

VICTORIA, SEATTLE & VANCOUVER via Shanghai Japan Ports

Through Bills of Lading issued to all Overland common Ports in U.S. & Canada.
 IYO MARU ... Thursday, 1st Mar., at 11 a.m.
 BEIZUOKA MARU ... Sunday, 18th Mar.
 MARSHILLES, LONDON & ANTWERP via Singapore, &c.
 ATSUTA MARU ... Wednesday, 14th Feb.
 KASHIMAZUMARU ... Wednesday, 23rd Feb.
 HAMBURG via LONDON & ROTTERDAM.

LIVERPOOL via MARSHILLES & VALENCIA.

TSUSHIMA MARU ... 1st half of March
 SYDNEY & MELBOURNE via Manila, &c.
 ARI MARU ... Wednesday, 14th Feb., at 11 a.m.
 TANGO MARU ... Wednesday, 21st Mar.
 NEW YORK & BOSTON via PANAMA.
 TSUYAMA MARU ... Thursday, 16th Feb.
 BUENOS AIRES via Singapore, Delagoa Bay, Durban & Cape Town.
 KANAGAWA MARU ... Friday, 18th April.
 BOMBAY via Singapore and Colombo.
 BANGKOK MARU ... Saturday, 10th Feb.
 WAKASA MARU ... Monday, 26th Feb., Tuesday, 27th Feb.
 CALCUTTA via Singapore, Penang & Bangkok.
 TATEISHI MARU ... Wednesday, 21st Feb.
 NAGASAKI, KOBE & YOKOHAMA.
 TANGO MARU ... Thursday, 15th Feb.
 SHANGHAI, KOBE & YOKOHAMA.
 GENOA MARU (calling Moji) ... Saturday, 10th Feb.
 SUWA MARU ... Tuesday, 13th Feb.
 FUSHIMI MARU ... Wednesday, 27th Feb.

For further information apply to—

NIPPON YUSEN KAISHA

Telephone: Central Nos. 322 & 323.

K. H. FAMEL, Manager.

(5)

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
 JAVA, CHINA AND JAPAN.

STEAMERS	FROM	DEPARTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJISONDARI	BATAVIA	8th Feb.	23rd Feb.	SAIGON & JAVA
TJIKINI	BALAPAPAN	10th Feb.	13th Feb.	AMOT, SEAL & JAPAN
TJIPANAS	JAVA	13th Feb.	18th Feb.	SOERABAYA
TJITROEM	DALRY	15th Feb.	20th Feb.	BANKA & BATAVIA
TJIKARANG	JAVA	21st Feb.		

Wireless Telegraphy.
 The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a fully qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
 For Particulars of Freight and Passage apply to the

Yok Building, First-Store.

JAVA-CHINA-JAPAN LIJN.
 Telephone No. 1676.

VEREENIGDE NEDERLANDSCHE SCHEEPVAARTMAATSCHAPPIJ
 (United Netherlands Navigation Company)
HOLLAND-OOST AZIE LIJN
 (Holland-East Asia Line)
 (Members of the Straits, China and Japan Conferences).

Regular monthly service between
JAPAN PORTS, SHANGHAI, HONGKONG AND MANILA

AMSTERDAM, ROTTERDAM, HAMBURG AND BREMEN

Sailings, subject to alterations.

Arrivals from Europe.
 S.S. "SAPAROKA" ... due Hongkong about 15th February.
 S.S. "BANKA" ... 18th March.
 S.S. "OOSTERK" ... 25th April.

Sailings to Europe.

Steamers	For	Sailing on or about
"SCHIEDYK"	Amsterdam, Rotterdam, Hamburg & Bremen	25th Feb.
"SAPAROKA"	Rotterdam, Amsterdam, Hamburg & Bremen	End Mar.

For full particulars, please apply to—

JAVA-CHINA-JAPAN LIJN.

General Agents
 Yok Building, 1st floor.

THE EAST ASIATIC CO., LTD.,
 COPENHAGEN

The M/S. "AUSTRALIEN"

will be loading for ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN and other SCANDINAVIAN PORTS, about 16th February, 1933.

Further Sailings	Expected on or about	Will leave for above ports on or about
M/S. "Afrika"	20th February	20th March
M/S. "Indien"	12th March	18th April
M/S. "Chile"	1st April	8th May
S/S. "Kina"	27th April	2nd June

Subject to change without notice.

For further particulars please apply to—

JOHN MANNERS & CO., LTD.
 Agents.

"ELLERMAN LINE" P. & O., British India Apcar and Eastern & Australian Lines

ELLERMAN & BUCKNALL S.S. CO., LTD.

UNITED KINGDOM & CONTINENT SERVICE

OUTWARDS.

"CITY OF SIMLA" ... 13th Feb. ... Shanghai, Kobe & Yokohama.

HOMEWARDS.

"CITY OF YORK" ... 14th Feb. ... Marseilles, London & Hamburg.

PASSENGER SERVICE.

"CITY OF SIMLA" ... 13th Feb. ... Shanghai, Kobe & Yokohama.
 "CITY OF YORK" ... 14th Feb. ... Marseilles, London & Hamburg.
 "CITY OF SIMLA" ... 14th Feb. ... Marseilles, London & Hamburg.
 "CITY OF POONA" ... 2nd half April ... Marseilles, London & Hamburg.

Subject to change without notice.

For further particulars apply to—

THE BANK LINE, LTD.
 (Tel. Central 7007.)
 BURNS & CO., CANTON.

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"CITY OF BAGDAD" ... via Suez Canal ... 13th February.
 "HYSON" ... via Suez Canal ... 26th February.
 "CITY OF NORWICH" ... via Suez Canal ... 5th March.
 "AGAMEMNON" ... via Suez Canal ... 15th March.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—
 BUTTERFIELD & SWIRE or THE BANK LINE, LTD. HONGKONG.
 (JOHN SWIRE & SONS, LTD.)
 HONGKONG AND CANTON.

M. MESSAGERIES MARITIMES M.
SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hkgs. and Sailing for Shanghai and Japan.	Probable Sailings from Hongkong for Marseilles.
ANGKOR	13th Feb.
ANGERS	18th Feb.
AYAT LE RIDEAU	12th Jan.	17th Feb.	20th March
PORTOES	26th Jan.	2nd March	3rd April
ARMAND BEHIC	9th Feb.	18th March	17th April

RATES OF PASSAGE MONEY TO MARSEILLES.

(including Table Wine and Free Doctor's Attendance).

A CLASS (1st Class) ... £120 0s 0d. B CLASS (1st Class) ... £110 0s 0d.
 STEAMERS (2nd) ... £86 0s 0d. STEAMERS (2nd) ... £80 0s 0d.

Through Tickets to London and Leaving Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo, Boats).

"C. PIERRE LECOQ" as loading for HAVRE, DUNKIRK & ANTWERP.

about 2nd part February.

Sailings and dates subject to alteration without notice.

For further Particulars apply to—

MESSAGERIES MARITIMES CO.,

Telephone: Central 740.

CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms. Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

"HAIPOONG" ... Capt. Ellis Walker ... Friday, 9th Feb., at 12 Noon.
 "HAIHONG" ... Capt. W. O. Passmore ... Tuesday, 13th Feb., at 1 p.m.
 "HAIHONG" ... Capt. J. S. Thomson ... Tuesday, 20th Feb., at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier)

For Freight and Passage apply to—

DOUGLAS LAPIRAK & CO.,

General Managers.

JAPAN COAL

AND

GENERAL IMPORTS & EXPORTS

AGENTS FOR—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.

THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHoji KAISHA

MITSUBISHI TRADING CO., LTD.

HEAD OFFICE—TOKYO

No. 14, PEDDER ST., HONGKONG.

MAIL AND PASSENGER SERVICES

(COMPANIES Incorporated in ENGLAND)
 STRAITS, JAVA, BURMA, ORIZON, INDIA, PERSIAN GULF, WEST INDIES,
 MAURITIUS, EAST & SOUTH AFRICA, AUSTRALIA, INCLUDING
 NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
 EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destination
"KHIVA"	8,000	21st Feb.	Mars. L'don. A'werp. & R'ham.
"SICILIA"	8,700	27th Feb.	Spore, Penang, Colombo & Bombay
"MORRE"	11,000	7th Mar.	Bombay, Mars. L'don. & A'werp.
"BANCA"	8,000	10th Mar.	Singapore, Colombo & Bombay
"MARE"	5,252	15th Mar.	Singapore & Bombay
"BOUDAR"	6,700	18th Mar.	Spore, Penang, Colombo & Bombay
"KASHMIR"	8,800	21st Mar.	Marseilles, London & Antwerp
"ALIPORE"	5,373	22nd Mar.	Singapore & Bombay
"DONGOLA"	8,800	4th Apr.	Marseilles, London & Antwerp
"SICILIA"	8,800	21st Apr.	Spore, Penang, Colombo & Bombay
"NANKIN"	7,000	18th Apr.	Marseilles, London & Antwerp
"KASHMIR"	8,800	2nd May	do.
"KASHGAR"	7,000	16th May	do.
"KASHGAR"	7,000	30th May	do.
"NOVARA"	6,850	13th June	do.
"DELTA"	8,097	27th June	do.
"MALWA"	10,241	11th July	do.
"DEVANHA"	8,091	25th July	do.

BRITISH INDIA - APCAR. SAILINGS

"TAKADA"	7,000	9th Feb., 2 p.m.	Calcutta via Singapore & Penang
"TORILLA"	5,200	26th Feb.	Singapore, Penang & Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	3rd Mar.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
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Frequent connections from Australia with the following—
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampten and London via Panama Canal.

SAILING TO SHANGHAI & JAPAN

"LAHORE"	5,252	9th Feb., 4 p.m.	Shanghai, Moji, Kobe & Yokohama
"KASHMIR"	8,800	11th Feb., Noon	Shanghai
"SICILIA"	8,700	15th Feb.	Shanghai
"DONGOLA"	8,800	24th Feb.	Shanghai, Moji, Kobe & Yokohama

All dates are provisional and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Bangkok must carry their own Hotel expenses at Singapore while await in the on carrying steamer.
 First Class Passengers may travel by R.M.S. Company's Steamers between Singapore and Calcutta or Singapore and Madras in the berth of their P. & O. Tickets Singapore to Calcutta.

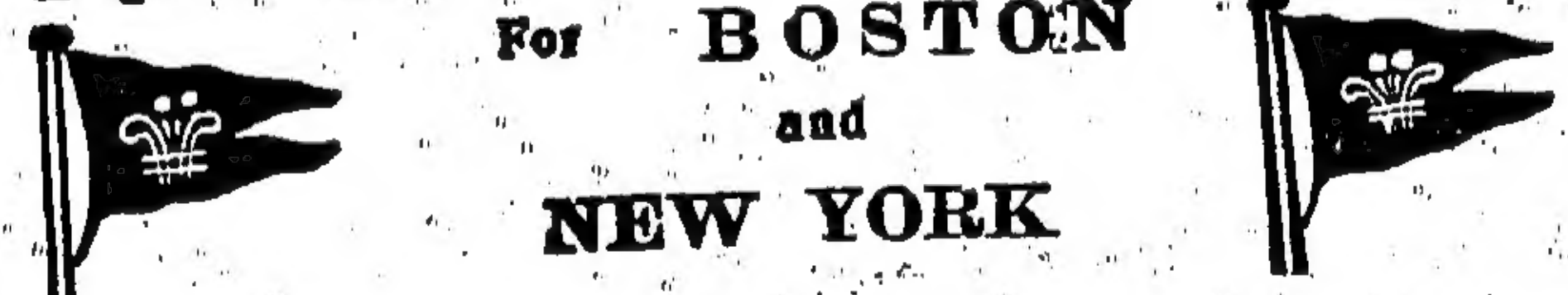
All Cabs are fitted with Electric Fans free of charge.
 Parcels measuring not more than 2 ft. x 2 ft. x 1 ft. will be received at the Company's (See up to Noon on the day previous to sailing.)
 For Further Information, Passage Fares, Freight Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

12 Des Voeux Road Central, HONGKONG.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.



For BOSTON

and

NEW YORK

S.S. "MOORISH PRINCE" ... 10th February.
 S.S. "ORLITO PRINCE" ... about 19th March.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED,

(Incorporated in Great Britain).

St. George's Building

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM, ANTWERP & MARSEILLES.

Monthly direct service via Singapore and Port Said.

"ARGON MARU" (Omit Marseilles) ... Thursday, 15th Feb.

"LONDON MARU" (Taking Passengers) ... Saturday, 10th Mar.

BUENOS AIRES—RIO DE JANEIRO ... SANTOS, DURBAN & CAPE TOWN via SAIGON & SINGAPORE. ... Wednesday, 14th Feb.

"CHICAGO MARU" ... Regular fortnightly service via SINGAPORE ... Wednesday, 21st Feb.

BOMBAY & COLOMBO ... Regular monthly Passenger Service. ... Sunday, 25th Feb.

SAIGON, BANGKOK & SINGAPORE ... Regular monthly Passenger Service. ... Thursday, 1st Mar.

CALCUTTA—Monthly Service via Singapore, Penang & Rangoon. ... Saturday, 10th Mar.

"JAVA MARU" ... Monday, 12th Mar.

"BORNEO MARU" ... Monday, 12th Mar.

VICTORIA, VANCOUVER, BRATTLE & TACOMA—via Shanghai and Japan Ports—Taking cargo to OVERLAND PORTS U.S.A. & CANADA—Passenger Service.

"AFRICAMARU" ... Regular monthly service via Japan Ports, San Francisco and Panama and Colon Ports. ... Monday, 26th Feb.

"YAGUE MARU" ... Sunday, 25th Mar.

JAPAN PORTS—Kobe & Yokohama

"AMAZON MARU" ... These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.

"KAJO MARU" ... Every Sunday, 10 a.m.

"AMAKURA MARU" ... Tuesday, 13th Feb.

TAKAO via SWATOW & AMOY. ... For sailing dates and further particulars please apply to—

K. REDMA, Manager.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

For	Steamer	To Sail
HONGKONG	"LINAN"	On 10th Feb. D.L.
SHANGHAI & TIENTSIN	"SINKIANG"	On 10th Feb. 4 p.m.
WEIHAIWEI & TIENTSIN	"LUICHOW"	On 11th Feb. D.L.
SWATOW, SHANGHAI & FUKOW	"KWEIANG"	On 11th Feb. 4 p.m.
SWATOW & SINGAPORE	"KWEIANGTUNG"	On 13th Feb. 4 p.m.
SWATOW & HANGKOW	"KANGHONG"	On 13th Feb. D.L.
AMOY & SHANGHAI	"HAYING"	On 13th Feb. 10 a.m.
SWATOW & AMOY	"YUNNAN"	On 15th Feb. 10 a.m.
HOIHOW, FAKHOI & HAIKONG	"LIANGCHOW"	On 17th Feb. 4 p.m.
SHANGHAI & TIENTSIN	"SOOCHOW"	On 17th Feb. 4 p.m.

Excellent Saloon accommodation amidsthip, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong, Sundays (extending to Peking), Tuesdays and Saturdays (extending to Tientsin), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Wootung.

BANGKOK LINE—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to—

Telephone Central 38.

CARGO & PASSENGER S.S. SHIPMENT AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.)

Agents.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATIONS.

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Sandakan, Manila & Australian Ports
"TAIYUAN"	14th Feb.	21st Feb. 3 p.m.
"CHANGSHA"	13th March	17th March

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A duty qualified Doctor is carried. Reduced Fares Cargo booked through to all Australian, New Zealand & Transvaal Ports.

For freight and passage apply to—

BUTTERFIELD & SWIRE (JOHN SWIRE & SONS, LTD.), Agents.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO FROM HONGKONG BY DIRECT ROUTE.

U.S.S. "West Ivan" ... Due Hongkong 21st Feb. Leave Hongkong 23rd Feb.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA AND SINGAPORE.

U.S.S. "Elkridge" ... Due Hongkong 2nd Mar. Leave Hongkong 3rd Mar.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

For Full Information Apply to

STRUTHERS AND BARRY,

L. EVERETT, General Agent for

JAPAN-CHINA-PHILIPPINES.

INDO-CHINA-STRAITS & JAVA.

PACIFIC MAIL STEAMSHIP CO.

MANAGING AGENTS

UNITED STATE SHIPPING BOARD

EMERGENCY FLEET CORPORATION.

TRANS-PACIFIC SERVICE.

Freight and Passengers.

AMERICAN STEAMERS.

SAN FRANCISCO VIA SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

S.S. "PRESIDENT WILSON" ... Leaves Hongkong ... Arrives San Francisco.

S.S. "PRESIDENT LINCOLN" ... Mar. 6th ... Mar. 8th

S.S. "PRESIDENT TAFT" ... Mar. 14th ... April 8th

Sailing & Fares Subject to Change Without Notice.

SPECIAL THROUGH FARES

HONGKONG to EUROPE

via SAN FRANCISCO and NEW YORK

First Class throughout

LOCAL EQUIVALENT OF £120/0/0—£112/0/0

includes

FIRST CLASS MINIMUM FARE BERTH TO SAN FRANCISCO

First Class Rail accommodations with stop-over privileges

SAN FRANCISCO TO NEW YORK

Accommodations any Atlantic Ocean Steamer.

HONGKONG-MANILA SERVICE.

Leaves Hongkong ... Arrives Manila.

S.S. "PRESIDENT LINCOLN" ... Feb. 25th ... Feb. 27th

S.S. "PRESIDENT TAFT" ... Mar. 6th ... Mar. 7th

HONGKONG-CALCUTTA SERVICE.

Freight Only

FOR CALCUTTA VIA SINGAPORE, PENANG & RANGOON.

S.S. "JACOB" ... Feb. 21st

For full information regarding rates, space, etc., apply to

PACIFIC MAIL STEAMSHIP CO.

1st Floor, Queen's Building, Hongkong.

Cable Address: "BOLANO." Tel. Central 141. Canton Agents: REISS & CO.

POST OFFICE NOTICE.

INWARD MAILS.

FROM	PER	DUE
STRAITS	Genoa Maru	9th inst.
JAPAN	Rangoon Maru	9th inst.
SHANGHAI	Kashmir	10th inst.
EUROPE, via Suez (Letters & Papers)		
London, 11th Jan. & Parcel 2nd Jan.		
1923		
SHANGHAI	Angkor	13th inst.
MANILA	Pres. Jackson	13th inst.
STRAITS	Tango Maru	14th inst.
AUSTRALIA & MANILA	Bengal Maru	15th inst.
BOYDAY	Pres. Jefferson	16th inst.
U.S.A. JAPAN & SHANGHAI		

OUTWARD MAILS.

FOR	PER	DATE
Batavia, Samarang and Sourabaya...	Macassar Maru	Friday, 9th, 10.30 A.M.
Bangkok	Toyo Maru	10.30 A.M.
*Straits and Egypt	Telemachus	11.00 A.M.
Swatow	Baifong	11.30 P.M.
Sri Lanka, Ceylon and Aden	Takada	1.00 P.M.
Strait, *Bangkok, Calcutta and Aden	Laisang	2.00 P.M.
Philippine Islands	Yuenang	5.00 P.M.
Bangkok	Lian	5.00 P.M.
Tourane	Aviclar	5.00 P.M.
Shanghai, Japan, Canada, U.S.A.	Empress of Canada	Saturday, 10th, 9.15 A.M.
Central & South America & EUROPE via VANCOUVER B.C.		Letters 10.00 A.M.
Shanghai	Sinkian	2.30 P.M.
Shanghai	Huichow	5.00 P.M.
Shanghai and Japan	Kashmir	5.00 P.M.
Port Bayard, Hoihow & Haiphong	Lian	5.00 P.M.
Kiungchow and Haiphong	Leonan	Sunday, 11th, 9.00 A.M.
Swatow, Amoy and Keelung	Anakusa Maru	9.00 A.M.
Swatow and Bangkok	Aviclar	Monday, 12th, 9.00 A.M.
Shanghai, Japan, *Honolulu, *Canada, U.S.A., *C. & *S. America & *Europe via San Francisco—due San Francisco 11th Mar., 1923	Taiyo Maru	Registration 9.45 A.M. Letters 10.30 A.M.
Swatow, Amoy and Fochow	Haichow	Tuesday, 13th, Noon
Haiphong, Saigon, *Straits, *Ceylon, *Sri Lanka, *L. Marquis, *South Africa, *India via Dhannskoch, Aden, *Egypt & *EUROPE via MARSEILLES—due Marseilles, 18th Mar., 1923	Angkor	Registration 1.45 P.M. Letters 2.30 P.M.
Philippine Islands, Australia & New Zealand via Thursday Island—due Thursday Island, 25th Feb., 1923	Ki Maru	Wednesday 14th, 8.45 A.M. Letters 9.00 A.M.
Sri Lanka, Ceylon, Mauritius, L. Marquis, S. Africa, India via Dhannskoch, Aden, *EUROPE via MARSEILLES—due Marseilles, 17th Mar., 1923	Alau Maru	Registration 8.45 A.M. Letters 9.30 A.M.
Shanghai, Japan, *Honolulu, *Canada, U.S.A., Central & South America & *EUROPE via SAN FRANCISCO—due San Francisco 8th Mar., 1923	President Wilson	Registration 9.45 A.M. Letters 10.30 A.M.
Shanghai, Japan, Canada, U.S.A., C. & S. America & *EUROPE via Victoria, B.C.—due Victoria, B.C., 8th Mar., 1923	Pres. Jackson	Registration 5.00 P.M. Letters 5.00 P.M.

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE

"TEIRESIAS"	12TH FEB.	London, Rotterdam & Antwerp
"TROILUS"	19TH FEB.	London, Hull, Rotterdam & Hamburg
"LAOMEDON"	26TH FEB.	London, Hull, Rotterdam & Hamburg
"HELENUS"	5TH MAR.	London, Rotterdam & Hamburg

LIVERPOOL SERVICE

"PELEUS"	20TH FEB.	Genoa, Marseilles, Liverpool & Glasgow
"TITAN"	10TH MAR.	Marseilles, Havre, Liverpool & Glasgow
"TALTHYBIUS"	13TH MAR.	Genoa, Marseilles, Liverpool & Glasgow

PACIFIC SERVICE

"ACHILLES"	7TH MAR.	Victoria, Seattle & Vancouver
"PHILOCTETES"	27TH MAR.	

NEW YORK SERVICE

"NINGHOW"	10TH FEB.	via Suez
"HYSON"	25TH FEB.	via Suez

PASSENGER SERVICE

"TEIRESIAS"	12TH FEB.	for Singapore & London
"PYRRHUS"	2ND APR.	for Singapore & London
"MENTOR"	7TH MAY	for Singapore & London

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO BUTTERFIELD & SWIRE (NORSE & SON, LTD.) AGENTS.

ASIA BANKING CORPORATION

HEAD OFFICE—NEW YORK.

Operating under Supervision of the Banking Department of the State of New York and the Federal Reserve Bank.

General Banking, Current and Savings Accounts and Fixed Deposits opened in Local Currency, U.S. Dollar and Pounds Sterling upon application. Commercial and Travelers' Letters of Credit issued. American Bankers Association and Guaranty Trust Co. of New York Travelers' Checks for Sale and Encashment.

BRANCHES

SHANGHAI, PEKING, TIENTSIN, HANKOW, HONGKONG, CANTON, SINGAPORE, MANILA, YOKOHAMA, SAN FRANCISCO.

D. M. BIGGAR
MANAGER.

COMMERCIAL OPENING QUOTATIONS.

8th February, 1923.	
On LONDON—	
Telegraphic Transfer	2/9 1/2
Bank Bill, on demand	2/9 1/2
Bank Bill, at 30 days sight	2/9 1/2
Bank Bill, at 4 months sight	2/9 1/2
Credit, at 4 months sight	2/9 1/2
Documentary Bill, at 4 months sight	2/9 1/2
On PARIS—	
Bank Bill, on demand	800
Credit, at 4 months sight	800
On NEW YORK—	
Bank Bill, on demand	52 1/2
Credit, at 60 days sight	54
On BOMBAY—	
Telegraphic Transfer	162 1/2
Bank Bill, on demand	162 1/2
On CALCUTTA—	
Telegraphic Transfer	162 1/2
Bank Bill, on demand	162 1/2
On SHANGHAI—	
Bank Bill, at sight	107
On YOKOHAMA—	
On demand	107 1/2
On MANILA—	
On demand	94 1/2
On SINGAPORE—	
On demand	132 1/2
On BATAVIA—	
On demand	132 1/2
On HONGKONG—	
On demand	87 1/2
On HANKOW—	
On demand	87 1/2
On SOERABAYA—	
On demand	87 1/2
On LIAO-LIAO—	
On demand	87 1/2
On RAS BUREL—	
On demand	30 1/2

Hongkong—10 cent piece	\$1.75 Premium
Hongkong—10 cent piece	\$1.75 Discount
On LONDON—	\$2.00
On PARIS—	\$2.00
On NEW YORK—	\$2.00

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office, Hongkong.
Paid-up Capital: \$20,000,000
Reserve Funds: \$4,500,000
Sterling: \$23,300,000
Silver: \$23,300,000
Reserve Liability of Proprietors: \$20,000,000

Board of Directors:
A. O. LANGE, Esq.—Chairman.
D. G. M. BARNARD, Esq.—Deputy Chairman.
A. M. BOWEN-SMITH, Esq. Hon. Mr. D. G. M. BARNARD, Esq.
G. M. DODD, Esq. E. V. D. PARR, Esq.
G. T. M. EDWARDS, Esq. W. L. PATTERSON, Esq.
Hon. Mr. F. H. HOLYOAK, Esq. H. P. WHITE, Esq.

Chief Manager:
Hon. Mr. A. G. STEPHEN.

Acting Manager: Hongkong—J. MCARTHUR, Esq.
Manager: Shanghai—G. H. STURT, Esq.

LONDON BANKERS:
LONDON COUNTY WESTMINSTER & BANK, LTD.

CURRENT ACCOUNT opened in local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local Currency and Sterling on terms which will be quoted on application.
Hongkong, 20th January, 1923.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION, which may be obtained on application.
INTEREST on deposits is allowed on the Minimum Monthly Balance at 2 1/2 per cent. per annum.
For the HONGKONG & SHANGHAI BANKING CORPORATION,
A. G. STEPHEN,
Chief Manager.
Hongkong, 14th November, 1922.

CHARTERED BANK OF INDIA AUSTRALIA & CHINA.

INCORPORATED BY ROYAL CHARTER, 1851
HEAD OFFICE—LONDON.

Paid-up Capital	\$2,000,000
Reserve Fund	\$2,700,000
Reserve Liability of Proprietors	\$2,000,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.
J. L. BROOKHART,
Manager.
Hongkong, March 24th, 1921.

THE CHINESE MERCHANTS BANK, LTD.

Head Office: Alexander Buildings, Charter Road, Hongkong.
General Banking and Exchange business transacted.
Loans granted on approved securities.
Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.
The Bank also conducts a Savings Department.
K. C. LAU,
Chief Manager.
Hongkong, 1922.

THE BANK OF CHINA.

Head Office: Peking.
Branches: Shanghai, Hankow, Canton, Hongkong, Singapore, etc.

Authorized Capital: \$40,000,000
Paid-up Capital: \$12,725,000
Reserve Fund: \$13,075,000
HEAD OFFICE—PEKING.

HONGKONG BRANCH—A. G. STEPHEN, Chief Manager.
Head Office: Peking.
Branches: Shanghai, Hankow, Canton, Hongkong, Singapore, etc.

London Bankers—The National Provincial and Union Bank of England, Ltd.
The Guaranty Trust Company of New York, New York Bankers—The Irving National Bank.
The Equitable Trust Company, New York.
Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
Every description of Banking Business transacted.
Loans granted on approved securities.
Special facilities for Remittance.
THUYEN PHU,
Manager.
Hongkong, 14th Feb., 1923.

Virginia's Best

Sweetness, Coolness, Infinite Satisfaction—a feeling of Supreme Content.

The man who enjoys a Virginia Cigarette and has never smoked 'Three Castles' has yet to taste perfection.

"THREE CASTLES" CIGARETTES

"There's no sweeter tobacco comes from Virginia and no better brand than the 'Three Castles'."
THACKERAY—The Virginians.

W.D. & H.O. WILLS
Bristol and London.

This advertisement is issued by the British-American Tobacco Co. (China), Ltd.

THE MERCHANT BANK OF INDIA, Limited.

Head Office: 15, Greenwiche Street, London, E.C.3.

Authorized Capital	\$2,000,000
Subscribed Capital	\$1,800,000
Paid-up Capital	\$1,000,000
Reserve Fund	\$1,150,000

BRANCHES:
HONGKONG, KUALA LUMPUR, SINGAPORE, MALACCA, PENANG, SOERABAYA, BATAVIA, SINGAPORE, TIENTSIN, MANILA, SAMARANG, CALCUTTA.

Head Office: 15, Greenwiche Street, London, E.C.3.

BRANCHES:
HONGKONG, KUALA LUMPUR, SINGAPORE, MALACCA, PENANG, SOERABAYA, BATAVIA, SINGAPORE, TIENTSIN, MANILA, SAMARANG, CALCUTTA.

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THE BANK OF EAST ASIA, Limited.

Head Office: No. 10, Des Voeux Road, HONGKONG.

Authorized Capital	\$10,000,000
Paid-up Capital	\$5,000,000
Reserve Fund	\$5,000,000

BRANCHES:
HONGKONG, KUALA LUMPUR, SINGAPORE, MALACCA, PENANG, SOERABAYA, BATAVIA, SINGAPORE, TIENTSIN, MANILA, SAMARANG, CALCUTTA.

Head Office: No. 10, Des Voeux Road, HONGKONG.

BRANCHES:
HONGKONG, KUALA LUMPUR, SINGAPORE, MALACCA, PENANG, SOERABAYA, BATAVIA, SINGAPORE, TIENTSIN, MANILA, SAMARANG, CALCUTTA.

Head Office: No. 10, Des Voeux Road, HONGKONG.

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BRANCHES:
HONGKONG, KUALA LUMPUR, SINGAPORE, MALACCA, PENANG, SOERABAYA, BATAVIA, SINGAPORE, TIENTSIN, MANILA, SAMARANG, CALCUTTA.

THE BANK OF TAIWAN, Limited.

Head Office: 1, Des Voeux Road, HONGKONG.

Authorized Capital	\$10,000,000
Paid-up Capital	\$5,000,000
Reserve Fund	\$5,000,000

BRANCHES:
HONGKONG, KUALA LUMPUR, SINGAPORE, MALACCA, PENANG, SOERABAYA, BATAVIA, SINGAPORE, TIENTSIN, MANILA, SAMARANG, CALCUTTA.

Head Office: 1, Des Voeux Road, HONGKONG.

BRANCHES:
HONGKONG, KUALA LUMPUR, SINGAPORE, MALACCA, PENANG, SOERABAYA, BATAVIA, SINGAPORE, TIENTSIN, MANILA, SAMARANG, CALCUTTA.

Head Office: 1, Des Voeux Road, HONGKONG.

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HONGKONG, KUALA LUMPUR, SINGAPORE, MALACCA, PENANG, SOERABAYA, BATAVIA, SINGAPORE, TIENTSIN, MANILA, SAMARANG, CALCUTTA.

Head Office: 1, Des Voeux Road, HONGKONG.

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HONGKONG, KUALA LUMPUR, SINGAPORE, MALACCA, PENANG, SOERABAYA, BATAVIA, SINGAPORE, TIENTSIN, MANILA, SAMARANG, CALCUTTA.

Head Office: 1, Des Voeux Road, HONGKONG.

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Head Office: 1, Des Voeux Road, HONGKONG.

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